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日壹廿月四年子甲

HONGKONG, SATURDAY, MAY 24th, 1924 六拜禮

號廿月五年三十國民華中

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## TIME-TABLE

| WEEK DAYS    |            |                  |          |
|--------------|------------|------------------|----------|
| 7.00 a.m.    | 7.10 a.m.  |                  |          |
| 7.30 " to    | 8.00 "     | every 15 minutes | Stop     |
| 8.00 " " to  | 8.30 "     | " 10 "           | plang    |
|              | 8.37 "     |                  | Non Stop |
|              | 8.47 "     |                  | Stopping |
|              | 8.54 "     |                  | Non Stop |
|              | 9.04 "     |                  | Stopping |
|              | 9.11 "     |                  | Non Stop |
|              | 9.20 "     |                  | Stopping |
| 9.30 a.m. to | 11.00 "    | every 10 minutes | Stop     |
| 11.30 " to   | 12.30 p.m. | " 15 "           | plang    |
|              | 12.40 "    |                  | Non Stop |
|              | 12.47 "    |                  | Stopping |
|              | 12.57 "    |                  | Non Stop |
|              | 1.04 "     |                  | Stopping |
|              | 1.13 "     |                  | Non Stop |
|              | 1.20 "     |                  | Stopping |
| 1.30 p.m. to | 4.00 "     | every 10 minutes | Stop     |
| 4.00 " to    | 4.30 "     | " 15 "           | plang    |
| 4.30 " to    | 6.30 "     | " 10 "           |          |
|              | 6.47 "     |                  | Non Stop |
|              | 6.57 "     |                  | Stopping |
|              | 7.04 "     |                  | Non Stop |
|              | 7.13 "     |                  | Stopping |
|              | 7.20 "     |                  | Non Stop |
|              | 7.27 "     |                  | Stopping |
|              | 7.37 "     |                  | Non Stop |
|              | 7.47 "     |                  | Stopping |
|              | 7.54 "     |                  | Non Stop |
|              | 8.03 "     |                  | Stopping |
|              | 8.10 "     |                  | Non Stop |



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### STATUS OF KELANTAN. DUFF DEVELOPMENT APPEAL DISMISSED.

The House of Lords on April 10th dis-  
missed the appeal of the Duff Develop-  
ment Company in their protracted litiga-  
tion with the Government of Kelantan.  
Their Lordships held that the state-  
ment of the Colonial Office that Kelantan  
is an independent sovereign State must  
be accepted as final and that the Courts  
of Britain had no power to enforce orders  
made by them against the Sultan and  
Government of Kelantan.

"They also found that the Government of  
Kelantan had not waived their defence  
of an independent sovereign State in  
connection with the litigation."

**JUDGMENT.**  
Viscount Cave, in moving that the  
appeal should be dismissed, said Vattel  
(Droit des Gens, Ed. Pradier-Fodere,  
1833, Vol. I, Chap. I.) defined a foreign  
State as a nation which governed itself  
by its own authority and laws without  
dependence on any foreign Power; but  
he also laid it down that a State might,  
without ceasing to be a sovereign State,  
be bound to another more powerful  
State by an unequal alliance. No doubt  
the engagement entered into by a State  
might be of such a character as to limit  
and qualify, or even to destroy, the  
attributes of sovereignty and independ-  
ence, and the precise point at which  
sovereignty disappeared and dependence  
began might sometimes be difficult to  
determine. But where such a question  
arose it was desirable that it should be  
determined not by the Courts, which must  
decide on legal principles only, but by  
the Government of the country, which  
was entitled to have regard to all the  
circumstances of the case. Indeed, the  
recognition or non-recognition by the  
British Government of a State as a  
sovereign State had itself a close bearing  
on the question whether it was to be re-  
garded as a sovereign in our Courts.

**COLONIAL OFFICE REPLY.**  
In the present case the reply of the  
Secretary of State showed, clearly that,  
notwithstanding the engagement entered  
into by the Sultan of Kelantan with the  
British Government, that Government  
continued to recognise the Sultan as a  
sovereign and independent ruler, and that  
His Majesty did not exercise or claim  
any rights of sovereignty or jurisdiction  
over that country. If after this definite  
statement a different view were taken  
by a British Court an undesirable conflict  
might arise, and, in his Lordship's op-  
inion, it was the duty of the Court to accept  
the statement of the Secretary of State,  
thus clearly and positively made, as con-  
clusive on the point.

It had been argued on behalf of the  
appellant company that, assuming the  
Sultan of Kelantan to be a sovereign  
ruler, he had waived his sovereignty and  
submitted to the jurisdiction of the High  
Court, and that in two ways, namely,  
first by assenting to the arbitration  
clause in the deed of 1912 and, secondly,  
by applying to the Court to set aside  
the award of the arbitrator.

**QUESTION OF SUBMISSION.**  
Then, had the respondent, by agreeing to  
the arbitration clause in the deed of  
1912, submitted to the jurisdiction so  
far as regarded an application to the  
Court to enforce the award? But the  
question also remained whether this  
agreement to submit was equivalent to  
an actual submission. On full considera-  
tion his Lordship was satisfied that it  
was.

There remained the question whether  
the Sultan, by applying under Section 11  
of the Act to set aside the award, im-  
plicitly submitted to an application under  
Section 12 of the Act to enforce it.  
In his Lordship's opinion he did not.  
By his application under Section 11 he  
endeavoured to get rid of the award and  
left it to the Court to decide his rights  
in that respect; but the application to  
enforce the award was a new proceeding  
and, though connected with the earlier  
application, was distinct from it. In his  
Lordship's opinion that argument also  
failed.

Viscount Finlay and Lords Dunedin  
and Sumner concurred.

**LORD CARSON'S DISSENT.**  
Lord Carson, in dissenting, said he  
confessed that if it was open to him to  
disregard the statements contained in  
the letter from the Secretary of State  
for the Colonies that "Kelantan is an  
independent State and the present Sultan  
is the present sovereign ruler thereof,"  
he would find great difficulty in coming  
to that conclusion. He had regard to  
the terms of the document enclosed  
in the letter from the Secretary of State.  
It was, in his (Lord Carson's) opinion,  
difficult to find in those documents the  
essential attributes of independence and  
sovereignty in accordance with the tests  
laid down by the exponents of inter-  
national law. He failed to see how the  
principles of doing complete justice,  
where a Sovereign had waived his privi-  
leges, could be carried out if it was  
to be held, as it had been held apparently  
in this case, that at each step where  
it was necessary to invoke the assistance  
of the Court the sovereign power could  
claim such assistance. But could, when  
it was demanded by the other party,  
raise as a defence that he was protected  
by his sovereignty? How could it be  
said that when the act of the sovereign  
power had invoked the benefits of the  
procedure devised by the laws of this  
country for enforcing its claims or settling  
its disputes "international comity,  
which induces every sovereign State to  
respect the independence and dignity of  
any other sovereign State," required that  
our Courts should lend themselves to  
such palpable injustice as to refuse a  
mutual relief to both parties concerned?  
He did not think they were entitled  
to consider each step taken for the pur-  
pose of carrying out the proceedings  
necessary for making the award effective  
as a separate invocation of the jurisdic-  
tion of the Court, which required a  
separate submission by the sovereign  
State to give it jurisdiction. Rather  
(Continued on next column).

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addressed as follows:

should they consider that the Govern-  
ment of Kelantan, by agreeing to the  
submission which became an order of the  
Court and, taking the course they did,  
were bound to treat the matter as one  
proceeding in which the sovereign State  
had waived its privileges and in which  
justice could alone be done by making  
the law applicable equally to both parties.  
The appeal was dismissed, with costs  
against the company, such costs to be set  
off against any sum which might be  
owing by the respondent Government to  
the company.

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## HONGKONG SHARE MARKET

Messrs. Benjamin and Potts' weekly  
share report, dated May 23rd, states:

Business has again been restricted during the week, but prices have been well maintained and in some cases have appreciated. At the close there is a decided undertone of strength in the market reflecting particularly on China Sugars, Star Ferries and Hongkong Trams, but investment shares have not come in for much enquiry owing to the rise in Exchange.

Banks.—Hongkong and Shanghai Banks have further weakened and are to be had at \$11.15. The London price stands at \$11.10 (middle).

Marine and Fire Insurance.—Unions after sales early in the week at \$234, receded to \$220, but have since recovered \$225 buyers ex the dividend of \$2 just paid. Cantons are steady at \$730. Hongkong Fire at \$545 and Yangtzes at \$50 both mark a rise. China Underwriters at \$1 and North Chinas at \$1.14 are unchanged from last week. China Fires are quoted at \$135 ex the dividend of \$2 and bonus of \$1 just paid.

Shipping.—Hongkong, Canton, and Amoy Steamships were negotiated at \$34, but have since declined to \$32 sellers. Star Ferries fell away in the beginning of the week to \$79, but firmed up towards the close to \$82 buyers. Douglas Steamships could probably be had at \$53. Waterbushs are offering to a small extent at \$161.

Refineries.—China Sugars sagged away during the week to \$202, but at this price a strong demand set in causing a rise in the price to \$212. Malabons have dropped to \$47 sellers.

Oils and Mining.—Langkats are enquired for at \$1.25. Benguets can be placed at P. 3. "Shells" according to latest London advices have buyers at about \$9.7. Kailans are wanted at 69/- and Tronaks at 41/3.

Electric Companies.—Hongkong Trams have continued their rise and are in demand at \$371. Deals have been made in China Lights at \$144 and \$9.10 for the Old and New shares respectively. Hongkong Electric has fetched \$35.

Docks, Wharves and Godowns.—Hongkong and Kowloon Wharves have headed early in the week at \$165 and towards the close at the improved price of \$170, but the demand appears to have been satisfied. Hongkong and Whampoa Docks are offering at \$149. New Engineerings have hardened and are saleable at \$1.10. Shanghai Docks could be placed at \$1.50 and Hongkong Wharves at \$1.190.

Lands, Hotels and Buildings.—Hongkong and Shanghai Hotels have been ruling firm and buyers are now offering \$19 and \$12 for the Old and New shares respectively. Hongkong Lands have eased to \$107 after sales at \$108. Hongkong Territorials are enquired for at \$1.50 and Prince's Buildings at \$150. Humphreys Estates were sold at \$211, and buyers are now offering \$211. Hongkong Realty's at \$21 have not moved.

Cotton Mills.—Ewas after sales at \$1.12 are only wanted at \$1.11. Orientals at \$1.4 and Shanghai Cottons at \$1.50 are nominal.

Miscellaneous.—Green Island Cements (New) have come to business at \$3.65, while the Old shares are steady at \$221. China Providents (New) have been put through to a fair extent at \$41/8. Peak Trams (Old) after having started at \$1.50 are wanted at \$1.63. Watson's have recovered to a buying rate of \$23. A small lot of Taticals changed hands at \$4. Hongkong Constructions are obtainable at \$7.3 and Wm. Powell's at \$18 and \$16 for the Old and New shares respectively. Hongkong Ropes (Old) are quoted at \$23, and the New shares \$9 nominal. There are buyers of Canton Ices at \$8, Sincera at \$13, Hongkong Developments at \$14 and China Buses at \$1.10.

Exchange.—The T.T. selling rate on London to-day is 3/43 and on Shanghai 23. Forward Settlement Days.—27th May (Tuesday), 24th June (Tuesday) and 29th July (Tuesday), 1924.

## THE YEN.

### CHINA SPECULATIONS.

ACQUISITIONS AGAINST FOREIGN BANKS.

The partial recovery of the yen early in the present month was commented on in this fashion by the *Kobe Yushin Nippo*:

The yen exchange in Japan is under the sway of the Shanghai market. Daily quotations are published in the morning, and Kobe starts business at noon when the news of the course of the exchange in Shanghai has been received. Before the Shanghai report comes to hand the Kobe market is absolutely at a standstill. Things are worse on the Yokohama and Tokyo markets, which depend on Kobe for the necessary information before starting the day's business. This leads naturally to the creation of a margin between Tokyo and Kobe, and is a good chance for foreign bankers in Japan, who have their headquarters in China in most cases, to reap fat profits. Their operations on such occasions have a disturbing influence on the market, which would otherwise be stabilized, as illustrated too often recently. The worst part of it all is that no amount of effort on the part of the Japanese Government can reach markets outside its authority, and the only way open to cope with the situation is for the Japanese exchange bankers to be up and doing, and go to work with a will, on the yen.

The *Japan Chronicle* has the following comment on this:

As usual, this interpretation of the facts is none too accurate, but one would hardly expect rectitude from the paper that invented the "exchange standard." There is a substratum of truth to this extent: there has been a good deal of speculation in exchange in China, very profitable, it is said, to the shrewd Chinese and purchases of yen in Kobe for settlement purposes have stimulated the exchange. If it were the foreign (Continued at foot of next column.)

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The combustion chamber is completely surrounded by water and an alloy piston noted for its great heat-radiating qualities is used so neither the combustion chamber nor the head of the piston gets hot enough to bake the residue from the exposed gases to form carbon while there is still enough heat maintained to handle the explosive mixture effectively.

3.—It is the only type of motor that improves with use.

While carbon can not form in the combustion chamber, still a certain amount of the residue from the burnt gases works up behind the wide sealing ring in the cylinder head and, as this building in process obtains, it keeps pushing this sealing ring more tightly against the inner sleeve until it completely seals the compression chamber, developing more power with every mile the motor is driven.

4.—It is the only type of motor that wears in while other wears out.

All parts in the Willys-Knight car are assembled with wide clearance between each other and oil is forced into these clearances under heavy pressure so that the entire assembly is laying or wearing in on these heavy films of oil instead of wearing out. In other words, every bearing in this motor is an oil bearing instead of a metal to metal bearing which is necessary in the construction of a poppet valve motor in order to keep it quiet with subsequent quick wear and noise.

It has eliminated one hundred and sixty-two quick wearing parts necessary in the operation of a cylindered poppet valve motor. There are no hammering parts such as cams striking against push rods, push rods against valve stems, or valve heads snapping back into their seats through the medium of heavy springs, etc.

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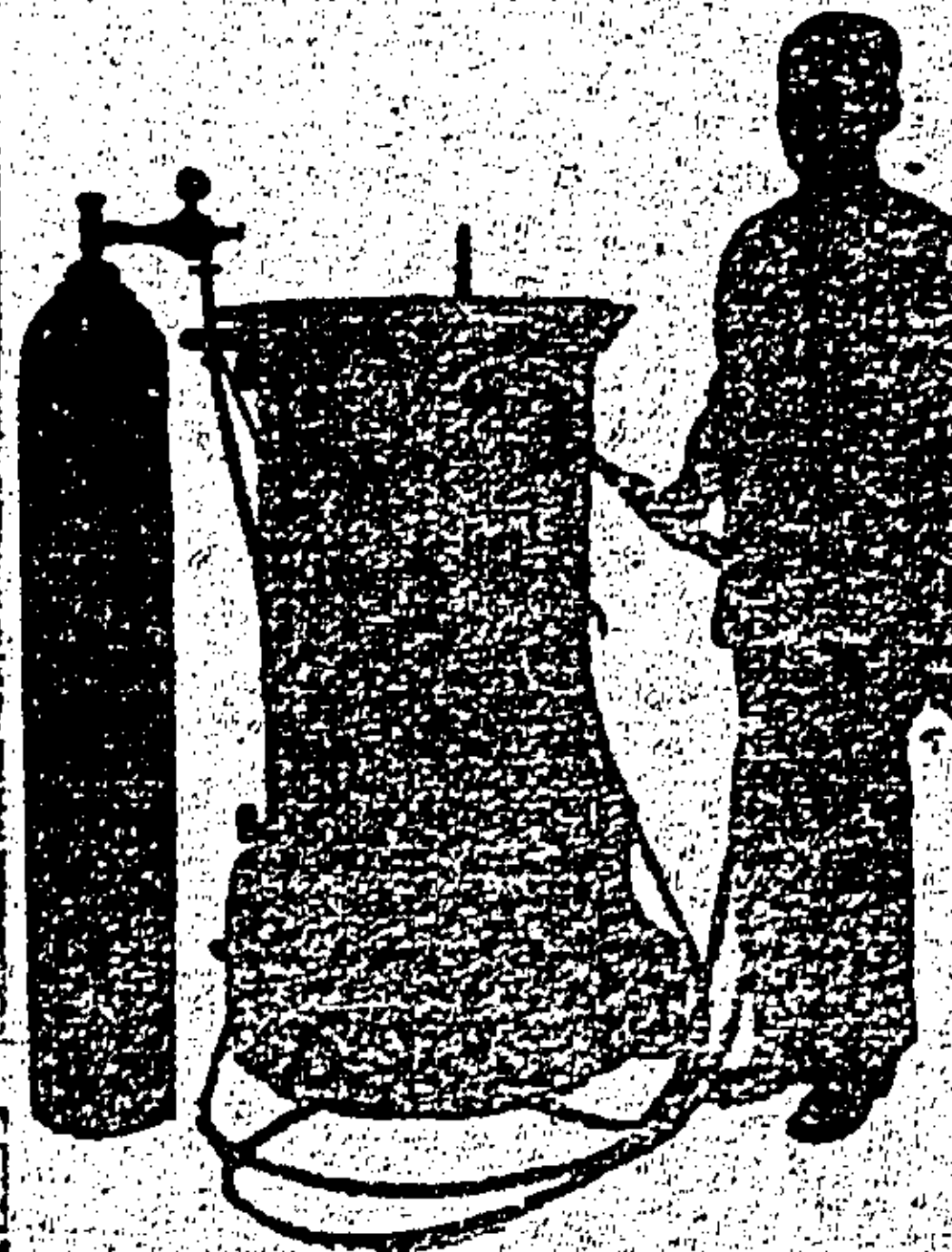
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[1589]

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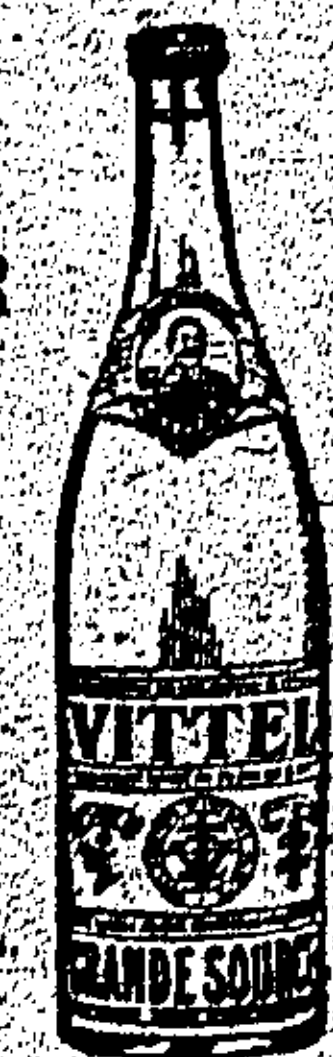
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**YEE SANG FAT CO.****COMPANY MEETINGS.****THE CANTON INSURANCE OFFICE, LIMITED.****"BAD TRADE, LOW RATES AND EVER INCREASING COMPETITION"****SATISFACTORY ACCOUNT NEVER- THELESS**

The forty-third annual general meeting of the Canton Insurance Office, Ltd., was held at the offices of the Company, Messrs. Jardine, Matheson & Co., Ltd., yesterday. Mr. B. D. F. Reith presided and there were also present: Mr. T. E. Pearce, Mr. H. P. White and Mr. A. S. Gubbay (Consulting-Committee); Mr. F. C. Hall (Secretary), and the following shareholders:—The Hon. Mr. Chow Siu Ki, Messrs. G. H. Piercy, L. S. Greenhill, Ho Leung, Ho Fook, J. M. Alves, Felix Ellis, D. V. Stevenson, E. E. Ellis, Lo Cheung Shiu, Lo Mau Hin, Chin Siu Nam, A. H. M. de Silva, Lo Cheung Ip, J. F. Wright, and W. L. Leask.

The Chairman said:—Gentlemen,—The report and accounts having now been in your hands for some days, I suppose, with your permission, to follow the usual custom of taking them as read. The account for the year 1923, which we now present to you, has proved quite a satisfactory one and this in spite of the continuance of bad trade, low rates and ever increasing competition. Again, however, this year we show a very considerable decrease in premium income, that for the year now under review being \$3,202,424.81 as compared with \$4,125,121.12 for the year 1922. The continued falling off in income is exercising the minds of your General Agents and Consulting Committee. It is a comparatively simple matter to obtain business but where and on the acquire business of a remunerative nature is an entirely different proposition. We are not alone in this respect as the reports of practically all Marine Insurance Companies show that their incomes are now back to a pre-war level, if not rather worse.

In this connection, it may not be out of place for me to quote to you an extract from an able article on the matter of marine rates that recently appeared in one of our leading shipping journals: "With regard to the important question of premium it may be said that, broadly speaking, the conditions which prevailed in 1921 and 1922 continued during the whole of the past year, and rates, whenever altered, have without exception tended downwards, and at the moment of writing have attained a figure below which a prudent underwriter will abstain from venturing. If, in the near future, losses and casualties occur with the same frequency (in proportion to the bulk at risk) as they did in the years immediately preceding the war, underwriters will, I fear, discover that they have been providing insurance considerably below cost price."

Although there is no cause for pessimism, I think you will appreciate from what I have just said that we have our troubles and difficulties like everyone else in these lean times.

Although the accounts show decreases in premium income and interest for the year 1923 of \$730,424.27 and \$22,512.29 respectively, it will be seen that the result after 24 months' working is some \$15,000 better than that for the year 1921, the reason for this being the much improved loss ratio of 54.60 per cent. as compared with 63.54 per cent.

Working account for the year 1923, after 12 months' working also shows a fall in premium income of approximately \$450,000 and the balance of \$2,120,923.63 carried forward is consequently less by \$231,451.75 than that for the year 1922 at the same period. This account has yet far to go, but we see no present reason to fear that the ultimate result will be otherwise than well up to the standard of its predecessors. Our assets, as expressed in sterling, stand at a higher figure by \$28,000 than a year ago and, as expressed in local currency, they show an increase of over \$255,000. The satisfactory state of the various reserves at December 31st, 1923, has been more than maintained.

The surplus to be dealt with is \$1,263,319.45 out of which has been paid an interim dividend of 81s per share. We now recommend the payment of a final dividend of 22s, the addition of \$250,000 to Reserve Fund, and the carrying of the balance of \$503,072.81 to Underwriting Surplus Account, close at the year 1923. The balance of \$2,120,923.63 at credit of 1923 account allows of the payment of the usual interim dividend of 81s for that year.

During the past year losses have been below the normal and there have been none of outstanding magnitude. This does not, of course, include the earthquake in Japan of last September or the typhoon of exceptional violence which visited Hongkong on the 18th August. Although seven months have elapsed since the first of the disaster occurred, owing to enormous loss of property and the relative inability attaching to fire and marine insurance. In these two calamities, our losses, though naturally considerable, were no more than we might reasonably expect and much less than we at first anticipated.

I do not think there is anything further that calls for special reference, but I shall be pleased to answer, to the best of my ability, any questions arising out of the accounts which shareholders may wish to put, after the accounts themselves have been duly seconded.

I now propose the following resolution:—That the report and accounts, as presented, including the payment of a final dividend in respect of the year 1923 of 22s per share, and an interim dividend in respect of the year 1923 of 81s per share; the addition of \$250,000 to Reserve Fund, of \$250,000 to Underwriting Surplus Account be adopted and passed.

Mr. Ho Fook seconded the adoption of the report and accounts and the motion was carried unanimously.

On the motion of the Hon. Mr. Chow Siu Ki, seconded by Mr. Lo Cheung Shiu, the Consulting Committee was elected as follows:—The Chairman of Messrs. Jardine, Matheson & Co., Ltd., Hongkong; the Hon. Sir Paul Chater, C.M.G.; Mr. A. H. Compton; Mr. A. S. Gubbay; Sir Robert Ho Tung; Mr. T. E. Pearce; and Mr. H. P. White.

Messrs. H. Perry Smith and the Hon. Mr. A. B. Lowe were re-elected auditors for the ensuing year at a remuneration of \$750 each, on the motion of Mr. L. S. Greenhill, seconded by Mr. D. V. Stevenson.

This was all the business before the meeting, the Chairman announcing in conclusion that dividend warrants were ready and could be had on application.

**WILLIAM POWELL, LTD.****INCREASE OF BUSINESS REPORTED.**

The twenty-third ordinary general meeting of Messrs. William Powell, Ltd., was held at noon yesterday in the Hongkong Hotel. Mr. F. M. Crawford, president, presided. There were also present: Mr. M. Manuk (Director), Messrs. W. A. Eustace and H. O. Holt (Managing-Directors), and the following shareholders:—Messrs. S. J. Jordan, E. J. Ainslie, G. W. Avenall, and H. Overy.

The Chairman said:—Gentlemen,—The report and accounts having been in your hands for the prescribed period, I will, with your permission, adopt the usual procedure and take them as read.

The profit for the year ending 29th February 1924, including the amount of \$6,988.09 brought forward from last year, amount to \$62,231.78, and this year directors have allocated as follows:—To pay a dividend of 2s per share on 21,000 shares fully paid up \$42,000; to place to equalization of dividend account \$5,000; to write off fixtures and fittings \$1,603.39; to pay a bonus to staff of 10 per cent. absorbing \$7,224; to carry forward to credit of next account \$6,988.09; which your directors hope will meet with your approval.

During the year under review your directors were fortunate in being able to acquire the site and building which we now occupy, at what they considered a reasonable figure, thus assuring us a permanent home which, you will all agree, is a very desirable asset, especially to a retail firm such as ours. Turning to the accounts, you will see that against this asset there stands at mortgage \$663,000. This mortgage, however, has now been very considerably reduced by the new issue of capital, which was authorised by your directors, and made on 1st March, 1924.

The stocks of the Company are held absolutely clean and have, in every case where necessary, been reduced to replacement cost.

The substantial increase in cash sales shown in our men's out fitting department, has proved the wisdom of the removal to our present prominent situation next to the main entrance of the Hongkong Hotel. The rearrangement of the various departments in our main building has been very favourably commented upon, and we feel sure customers will appreciate the better service we can now offer them.

By maintaining our present policy of giving the utmost value in all departments, we look forward to a steady increase in business, which we trust will enable us to maintain the very satisfactory dividend which we have paid for years past.

Before concluding, I desire to thank the managing-directors and staff for their services during the past year, as it is largely due to their efforts that the results before you have been obtained, and I am confident that the bonus we propose to grant to the staff will meet with your approval.

I now beg formally to propose that the report and accounts as presented (including the appropriation recommended by the directors) be adopted, and I shall be obliged if some shareholder will kindly second this proposal whereupon questions as to the report and accounts may be raised.

Mr. JORDAN seconded, and the motion was unanimously approved.

Mr. R. L. Bridger, the retiring director, was re-elected, on the proposition of Mr. AINSLIE, seconded by Mr. OVERY.

Messrs. Percy Smith, Seth and Fleming, were re-elected auditors at a remuneration of \$600, on the proposal of Mr. JORDAN, seconded by Mr. Avenall.

The Chairman announced that dividend warrants were ready.

**CINEMA NOTES.****THE CORONET.**

"Kindred of the Dust," showing at the Coronet for the last time to-night, has deserved all the nice things said about it during its short run here. In and around a gigantic lumber-mill, the scenes are enacted with a touch of realism that goes straight to the heart of all. Adapted from a well-known magazine story, the producers have exploited all the avenues of the cinema and thereby unfolded a story which though often dealt with, is all the more charming because of sympathetic treatment.

**QUEEN'S THEATRE.**

Some people have expressed a mild dislike to pictures of America's wild West. This, however, should be no reason for staying away from the screening of "The Virginian," which is running at the Queen's Theatre till Monday. Rolling pastures served only as the background, with the most appealing traits emphasised by expert photography so that one will make a silent wish to see the place in person. If the term could be used, the gentleman-cowpuncher gives a portrayal which is natural, and at the same time, endowed with refinement. With Florence Vidor in the part of the schoolmistress heroine, it is sufficient to say that the romantic scenes equal those of what have been claimed to be the screen's greatest epics.

**TO-DAY'S RACES.****SOME LIKELY WINNERS.**

There will be more than the usual element of doubt about this afternoon's third extra race meeting. At the time of writing there exists in the minds of many an uncertainty as to whether or not the races will be held, but we were informed yesterday at noon that providing no more rain fell the ponies will be able to go over the track, but should there be further heavy rain overnight and this morning the stewards may decide to cancel or postpone the meeting.

The rain of the past few days has interfered seriously with the training of the ponies, and again there is an element of doubt as to what ponies are fit for turning out in the seven events down for decision. Since Wednesday little or no track training has been accomplished and it is only on Tuesday's and Wednesday's times that we can judge of what the ponies are capable of doing.

On Tuesday Benz did the 1 mile in 1min. 44.2secs., finishing the last quarter in 32.3secs. The best mile on Wednesday was done by Hartfield in 2mins. 11.5secs. He did a very fast first quarter in 31.3secs., but his last quarter was not convincing, 34. Rotheray did the 1.5 miles in 4.2.5secs. over 1 mile, which he covered in 1min. 47.9secs. Koh-I-Noor is an unknown quantity so far as the local turf is concerned, but he has shaped well in training and he should render a fairly good account of himself at this meeting.

For the first race H.E. the Governor's pony, Gaudie, is looked upon as a likely winner.

For the Colonial Stakes it is stated that Golden Jubilee is very fit and, with Mr. Zelenky up he is likely to be a favourite. Musketeer, if he turns out for this event, will probably have a change of rider in the person of Mr. Harriman. The pony should get a place with either Cotton-grass or What to Do third.

For the third event (Commonwealth Handicap "A" Class) over six furlongs Mr. A. G. Stephen's Benz should have a good chance to win with Full House second and Koh-I-Noor third.

The Aggregate Stakes will be interesting. Rotheray, with a win to his credit, is running top weight 150 lbs. and his chances of a win are discounted in favour of Hartfield, running at catch-weight, 140 lbs., which is seven lbs. lighter on the weight five inches scale than Rotheray. Ferment should be carefully watched with his four lbs. allowance, and on the sodden course Spotted Sand starting five lbs. lighter than top weight, should make a bid for first place.

The Selling Plate will be anybody's race. Dr. Kew's selected will be a likely winner.

With Durian lame and scratched, the chances of King Alfred winning the sixth event (Empire Handicap "B" Class) are increased. He will certainly have an advantage over Gaudie, especially if the latter wins the first race of the afternoon. The seventh race should be an easy victory for Mr. Stephen's Kipi carrying a penalty of only four lbs. as against Spotted Sand's penalty of six lbs. Rotheray is penalised two lbs., while Grey Dragon and Fern Leaf carry their weight for inches.

Tips for the various events:

- 1st Race (Commonwealth Handicap "B" Class):
  1. Gaudie.
  2. Langsat.
  3. King Alfred.
- 2nd Race (Colonial Stakes):
  1. Golden Jubilee.
  2. Musketeer.
  3. Cotton-grass or What to do.
- 3rd Race (Commonwealth Handicap "A" Class):
  1. Benz.
  2. Full House.
  3. Koh-I-Noor.
- 4th Race (Aggregate Stakes):
  1. Rotheray or Hartfield.
  2. Spotted Sand.
- 5th Race (Selling Plate):
  1. Dr. Kew's selected.
  2. Pet Mouse.
  3. Blackbeard.
- 6th Race (Empire Handicap "B" Class):
  1. King Alfred.
  2. Langsat.
  3. Golden Jubilee.
- 7th Race (Empire Handicap "A" Class):
  1. Kipi.
  2. Spotted Sand.
  3. Magnificent Dahlia.

**SHIPPING STRIKE AT RANGOON.****BURMESE WORKING SHIPS.**

Rangoon papers of May 9th, report that the shipping coolies employed by stevedores of Rangoon in connection with the loading and unloading of steamers in the Port of Rangoon, who went on strike on May 6th were still out and were then likely to remain so. Finding that their demands for an immediate increase of pay had not been met, the striking coolies started to force the monthly-paid men to "down tools" and join them. This action led to violence, and the police, called to the scene to restore order, were met with showers of stones and other missiles. Fortunately, no casualties are reported and eventually the strikers were dispersed. The next day the coolies turned their attention to the hand-cart men, but for the most part the latter refused to join in the strike.

As far as the B.I. Company were concerned the khlassis and crew, aided by the firemen and boats' crews, were working tooth and nail in order to get the vessels away. Probably for the first time in the history of Rangoon, Burmans were utilised to break the shipping strike and the innovation was said to be working well, a strong force of police rendering them immune from molestation.

Later news, by cable, has stated that the strike has ended.

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## HONGKONG SECTION AT THE EMPIRE EXHIBITION.

### FULL DESCRIPTIVE ACCOUNT OF THE BUILDINGS AND EXHIBITS.

#### HOW A STREET OF CHINESE SHOPS IS FAITHFULLY REPRODUCED.

#### MODELS OF HONGKONG'S INDUSTRIES AND SAMPLES OF EXPORTS.

[FROM OUR OWN CORRESPONDENT.]

WEMBLEY, April 23rd.

This week His Majesty King George opened the British Empire Exhibition at Wembley with all the picturesque pageantry of State ceremonial and the pomp and circumstance worthy of an historic occasion. There has been brought together at Wembley a representation of Empire resources, material wealth, and Imperial power on a scale which has never been achieved by any nation. I cannot imagine any man of British race walking through the resplendent pavilions in which are shown the products of many lands under Britain's rule without feeling a glow of pardonable pride. There is so much to charm the eye and fire the imagination.

By means of this great Exhibition you are able to see something of the might, majesty, and dominion of Britain. The Empire is reproduced in miniature. From Australia it is only a stone's throw to Canada, and from Canada a few minutes' walk takes you to India, and from there it is only a short step to Hongkong. The long, white-fronted building comprising the Hongkong Section extends parallel to one of the main avenues, and is flanked by two entrances with pagoda-topped towers. The Section certainly looks particularly attractive, and the effect is enhanced after you have walked inside. On the instant, as if by magic, you find yourself suddenly in the middle of a typical Chinese street. I have not the least hesitation in saying that go where you will in the Exhibition, in no other Section is there such a faithful and complete representation of the scenes and sights and sounds peculiar to the country as is the case in the Hongkong Section.

A man who has spent twenty-one years in Hongkong came up to me as I stood watching a group of Chinese talking valiantly outside one of the native shops which had a big Chinese lantern suspended above the door. "It is rather odd," he said, "to come back to England, after living for so many years in the Far East, and to step in here to find myself in a Chinese street in Hongkong among the familiar sights. It is just as if I were back again on Queen's Road." Others who know what they are talking about have told me much the same thing; and this is evidence that those responsible for the Hongkong Section have done their work well.

#### CHINESE BUILDINGS REPRODUCED.

Let me try to describe some of the outstanding features of the Hongkong Section which has been most ably planned and set up at Wembley, thanks to a liberal grant amounting to £50,000 voted by the Hongkong Government.

First as to the buildings, the architect, Mr. W. H. Bird, of Hongkong, proposed the ambit, as task, of "reproducing a typical Chinese street in the Colony, combined with buildings essentially Chinese in character which are to be found there, and are in use by the Chinese population as temples, meeting halls, and the like. That he has succeeded in this laudable endeavour may be judged by the observation I have quoted from the lips of an Englishman just here. The site allotted to the Hongkong Section is rectangular, 200 feet long and 200 wide. In the centre is an open street 50 feet wide, with shops enclosing it on the south-east and west, while on the north are a Chinese restaurant, and other buildings of purely Chinese design for the display of models of the Hongkong Docks and a beautifully realistic model of The Peak.

#### TWENTY-FOUR SHOPS.

The Chinese shops are 24 in number, and are two-storied, with an open colonnade on the ground level which forms a verandah above. The pillars to the colonnade are gaily painted with Chinese characters indicating the name of the shopkeeper and the nature of the wares he has exposed for sale in tempting array inside. Hanging signs highly decorative in design project from the verandah pillars and are suspended above the street, thereby contributing to the general scheme of decoration, which is arresting in its appeal to visitors, and, indeed, fascinating by its novelty so far as this country is concerned. In England people are unaccustomed to the wealth of vivid colours, as varied and brilliant as the rainbow hues, in the Chinese street.

On the side of the street opposite to the shops the Chinese restaurant towers above other buildings and dominates the section architecturally. The roof of the restaurant, as well as the roof of the buildings on either side of it, are a close copy of those in China. They are covered with an excellent imitation of the Chinese roll span tile, the roll being

laid over the joints of the tiling and the ends finished at the eaves with green enamelled plaques. There is one feature of the restaurant roof which commands admiration. Along the ridge, and seen against the sky-line as you stand in the street, is a series of panels in enamelled earthenware illustrating Chinese legends, the panels being surmounted by a large number of exquisitely modelled birds, dragons, and fish in bright colours which glisten in the sunshine. These panels, I learned, were specially made in Hongkong for the Wembley Exhibition.

#### LIKE THE WALLED CITIES OF CHINA.

I have referred previously to the two entrances to the Hongkong Section, and it is interesting to record that they take the form of the typical gates to Chinese walled cities. High over each entrance rises a pagoda-like roof surmounted by a blue enamelled ball as a finial, which gives an effect that is at once graceful and artistic. As you enter the Section by one or other of these gateways circular openings are seen on each side resembling the entrances to so many of the Chinese temples. Here, also, as well as in other convenient places in the buildings are to be found some fine open-work glazed tiles of artistic design, set in panels, and forming a decorative scheme which, although familiar enough in Hongkong architecture, is almost if not quite unknown in England.

Separating the Hongkong buildings from the main avenue that runs past in front of them is a belt of greenward bordered with flowers; and enclosing this strip of garden are brick pillars forming panels filled in with a balustrade of green glazed uprights representing bamboo.

#### THE SHOPS AND MANUFACTURES.

Hongkong is the only Section at Wembley able to boast of the possession of a series of native shops. Artisans from many lands are here, and some of them are found making various articles, or selling goods they are wont to manufacture in their native villages. But there are about 150 Chinese busily employed in connection with Hongkong—merchants, shopkeepers, process workers, silk weavers, cooks, interpreters and others, so that in this respect the Hongkong Section is unique. The Chinese have travelled the ten thousand miles to London to dispose of their goods and at the same time to demonstrate their methods of manufacture. I hear that a considerable trade is anticipated with visitors from all over the world, who will have an opportunity to buy rich brocaded silk, costly porcelain, carvings in jade, ivory and lacquer, and many other things too numerous to mention at prices to suit every purse. A point that is sure to appeal to visitors who have never been "out East" is the knowledge that here, in Wembley Park, Chinese are making and selling exactly the things they would be doing in the famous Queen's Road, Hongkong, or in one of the purely native streets leading away from that five miles' long thoroughfare.

At one end of the Chinese street two rooms are set apart for the practical illustration of silk manufacture for which China is celebrated. Above the door in Chinese characters, as well as in bold block letters in English, is the intimation, "Silk Production from the farm owned by Sir Robert and Lady Ho Tung, New Territories, Hongkong." Artisans here have been made to show visitors to the Exhibition, the whole process of silk manufacture from the silk worm stage to the finished article. In the course of a chat which I had with Sir Robert—a distinguished figure in the costume of his country—he remarked that he is counting on great interest being taken in this department. Other manufactures which will be shown in operation include the native method of carving blackwood and ivory, making rattan furniture, working silver, and the exclusively Hongkong—Canton art of decoration with the superb plumage of the Kingfisher bird.

#### THE CHINESE RESTAURANT.

In a previous article I described the general features of the Chinese restaurant, including the internal decorations. Now that the building is finished it appears to full advantage as an extremely handsome place indeed. The roof is carried on 24 massive pillars, black in colour, and smooth as ivory, with vermilion brackets supporting the interior roof timbers, which are also black, and vermilion rafters. The general colour scheme is green, black and red. The restaurant is open on two sides, but as a necessary defence against the vagaries of the English climate, heavy plate glass has been put into position to keep out rain.

The guests who patronise the restaurant will have every reason to admire the furniture, which is made of blackwood, the legs and backs of the chairs being beautifully carved, and some of them curiously shaped. Every article of furniture is elaborately decorated with lacquer work representing flowers and birds and other designs. The larger tables have glass tops overlaying figures of dragons or birds modelled with rare art and consummate skill; but alas! in nearly every instance the glass tops of tables had been smashed in transit, due presumably to faulty packing, and some of the chairs were also badly damaged. A small metal disc on each article of furniture states that it was made specially for the British Empire Exhibition at Hongkong.

When the Chinese restaurant is in full working order I shall probably send an account of the scenes there, and the food, and the guests—not to mention the Chinese jazz band of five performers who are to charm our ears. Nothing except Chinese food will be served in the restaurant, and I hear that great efforts will be made to initiate visitors who do not know the delights of birds' nest soup, sharks' fins, golden plovers' eggs, mooncakes, and the rest. I also hear that one of the best caterers China has ever produced will be in control of the restaurant, and he has at his command a large staff of "boys," and a cook who claims to hold many of the secret recipes that were known only in the old Imperial Palace. Another attraction will be Mah Jongg teas, and exhibition games played by Chinese experts.

#### HONGKONG INDUSTRIES.

I have described how the Hongkong Section appears as you walk through the gateways reminiscent of old China, and wander along the Chinese street, and visit the shops and the restaurant; but, of course, there is another side to the Section which is vastly important when you consider the industries for which the Colony is famed. In a spacious room next door to the silk production exhibits an attempt has been very successfully made to show what are the resources of Hongkong's export trade. In the first place you see the extent of the Colony by means of a map 15 feet by 20 feet hung on one of the walls. This gives a bird's-eye view of the 460 square miles of territory under British control.

Here in the same apartment are displayed an assortment of British exports from Hongkong to all parts of the world, contained in bales and effectively displayed on shelves rising in pyramid form from the floor—star anise, tobacco, tin, cassia, ginger, gallnuts, rattan, canes, vegetable oils, cinnamon, feathers, matting, and other goods impressive in their variety. A collection of engravings, the property of Sir Paul Chater, of Hongkong, are to be hung on the walls as an accompaniment to the map; and these enable you to perceive at a glance what Hongkong looked like at successive stages of its history from 1816 and 1843, or, till about five years after the British flag was hoisted on Possession Point. The map and the pictures are most instructive. The latter are to be presented to Hongkong by the owner after they have served their useful purpose at Wembley.

#### THE HONGKONG DOCKS.

In another room are two beautiful models of the shipbuilding and engineering enterprises of Hongkong. It comes as an agreeable surprise to many to learn for the first time that during the War Hongkong built more ships than all the other British possessions put together. There is also something in the nature of a revelation in the fact that shipbuilding and engineering in the Colony give employment to between 15,000 and 20,000 skilled artisans. These models, therefore, serve an exceedingly valuable purpose. They show the docks and shipyards, and are wonderfully well executed, everything being made to scale, and it has all been done by Chinese in the employ of the two dock companies.

The parent concern, the Hongkong and Whampoa Company, exhibit a model of the main establishment at Kowloon, with models of ships alongside for repairs, and other ships partly finished on the slipways ready to be launched. The plant, as well as the residential quarters of the staff and workmen, are seen in complete detail and are faithfully reproduced. The new dry dock, 1,200 feet long, which is under construction, is shown, and the 700 feet dock which is the largest of the several docks at present in being. By way of comparison the same Company have a model of the Couper Dock at Whampoa, the first dry-dock that was built in China, and was wrecked by the Chinese because they disapproved of the new departure for the same reason that they opposed the first railway. There are also clever miniatures of various types of river steamers, and ocean-going vessels.

On a larger scale, but a smaller model, the Taikoo Dockyard and Engineering Company show a replica of their fine docks, with the great liner, the *Empress of Canada*, in dock—a beautiful model which attracts great attention. Near by is another fine model of one of the Blue Funnel Company's well-known steamers. River boats and coasting steamers are also seen, as well as various types of craft which have been built at Taikoo.

(Continued at foot of next column).

#### LOCAL FLOODS.

##### THE QUEEN'S ROAD LEVEL.

The heavy rains of the last few days have not been responsible for any serious damage. Some inconvenience and slight damage has been done to shopkeepers' goods in Queen's Road Central where on Thursday they had a busy time preventing an accumulation of water from the higher levels, from entering their shops. In the case of the Tabacqueria Filipina Store six inches of water entered the premises and \$300 worth of goods were damaged. Other shopkeepers in the same vicinity had similar experiences but most of them were able to clear perishable goods out of the reach of the encroaching water. There have also been a few minor landslides but these were speedily dealt with by the Public Works Department and there has been only slight hindrances to traffic on the roads where they have occurred. For a brief period yesterday morning a portion of the Bowen Road, near Magazine Gap, was obstructed by a fall of earth and on the previous afternoon there was a fall of earth in the vicinity of Tai Hang Village, Causeway Bay.

Happy Valley is once more a series of small lakes and mud flats. The lower end of Valley, opposite the football stands, was yesterday morning well under water, including a portion of the race track "Golf" at the Valley is out of the question and will be so for many days to come. This means that the first round of the Junior Championship which was to have been played over the week-end, will have to be postponed. There is also some doubt as to whether the third extra race meeting, to take place this afternoon, will be held.

The rainfall for the 24 hours ended 10 a.m. yesterday, registered at the Royal Observatory, was 5.31 inches and since Monday up to 10 a.m. yesterday we have had 10.84 inches of rain.

A notification has been published removing the restrictions on the supply of water stating that water will be turned on all raily mains east of Eastern Street from to-day until further notice.

##### A CREW THAT GOT A DRIPPING.

Li Yun, the master of a conservancy junk, was yesterday fined \$3 at the Marine Magistrate's by Lieut. Comdr. Conway Hake, R.N., for anchoring in the Central Fairway.

When the police went on board they found nobody on deck. The defendant stated that all the crew were wet through from working in the rain and they went below to change before hauling up the anchor.

The story of the Shanghai Race Club's "B" Sweep, says a Tientsin correspondent, is almost as interesting as that of the "A" Sweep, perhaps more so to Tientsin residents, as it was won by Mr. B. P. Hovey of the Standard Oil Company of New York's Tientsin Office. It seems that Mr. A. T. Harr, the Tientsin Manager, sent to Shanghai a few days before the races for five tickets. When they arrived, Mr. Hovey said he would like to buy one. Mr. Harr held up the five tickets spread fan-wise, backs outward, telling Mr. Hovey to take his choice. Mr. Hovey reached out and took the middle ticket. Mr. Harr recently tore up four worthless bits of paper, which cost him \$40, while Mr. Hovey cashed his choice for about \$40,000.

#### OTHER EXHIBITS.

The exhibits of the Hongkong Rope Manufacturing Company, which enjoys a reputation for the best hempen hawsers, are displayed effectively, as well as the products of the Green Island Cement Company—high grade cement, and piping and tiles of first-class quality. There is also the patent railway sleeper invented by Mr. R. Baker, engineer of the Kowloon-Canton Railway, made of reinforced concrete, which has a special claim on the attention of railway engineers since it is practically indestructible. A series of stage settings made to scale are exhibited of some Shakespearean and Dunsany plays, the work of Mr. W. Sinclair, of Hongkong. These are to be shown with appropriate illumination as soon as the electrical plant at the Exhibition is working efficiently.

Last, but by no means least, there is the exhibit showing The Peak, which is to reproduce in realistic fashion, with the aid of artificial light, a picture of Hongkong by night. I am assured that the scene is enchanting, as the designers have succeeded in reproducing a marvellously close and clever copy of the original; but a week or more must elapse before the model can be illuminated for the reason already stated, that the electric lighting arrangements at the Exhibition are not complete at the date of mailing. I shall deal with this exhibit another time when it will be possible to do justice to what I am told is sure to create a mild sensation even at Wembley.

The Hongkong Section is in charge of the Hon. E. E. Hallifax, C.B.E., Secretary for Chinese Affairs in Hongkong, who is Commissioner, and there are two Hon. Commissioners, the Hon. Mr. Chou Shou Son and Sir Robert Ho Tung. Mr. C. H. P. Hay is the General Secretary of the London Committee, and Mr. H. W. Bird has carried out the responsible work that has come within his province as the architect, while Mr. T. Petrie, late of Hongkong, is in charge of the publicity department.—H.B.



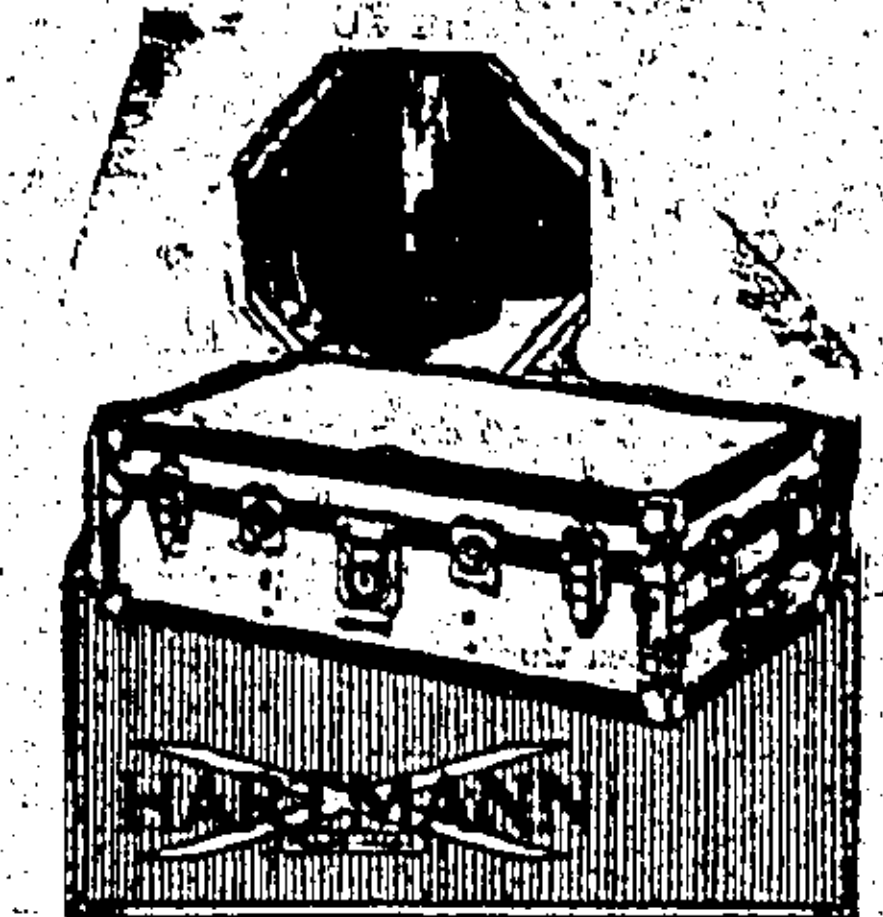
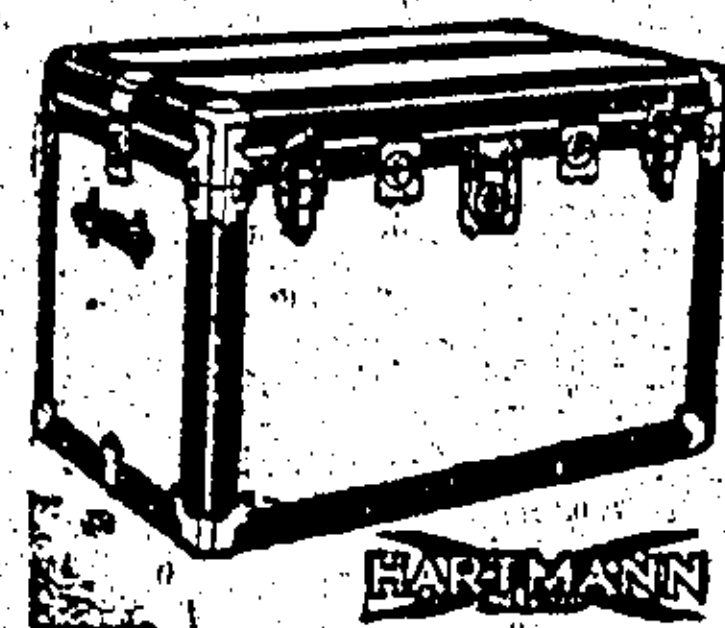
#### WARDROBE TRUNKS

DESCRIPTION—BLACK VULCANISED COVERING. POLISHED BRASS HARDWARE. YALE LOCK. TOP DRAW HAS THREE COMPARTMENTS. SECOND AND THIRD DRAWERS HAVE TIE TAPES. FOURTH AND FIFTH DRAWERS HAVE FORMS FOR MEN'S AND WOMEN'S HATS.



#### CABIN TRUNKS

MADE OF A SEVEN PLY VENEER LUMBER WITH DIVIDED TRAY. GUARANTEED INDISTRICTABLE.



LADIES' HAT BOXES. LADIES' HAT AND DRESS BOXES. LADIES' HAT, SHOE AND DRESS BOXES.

SOLE AGENTS FOR HONGKONG:

LANE, CRAWFORD, LTD.

#### THE QUEEN OF ENGLISH PERFUMES.

POTTER & MOORE'S FAMOUS MITCHAN

#### LAVENDER WATER

(In Green Globe Bottles—3 Sizes).

Obtainable at

#### THE CHINA DISPENSARY

82, QUEEN'S ROAD CENTRAL.

#### NEW ENGLISH RECORDS

ULYSSES LAPPAS, Tenor (With Orchestra)

D1475 GIRL OF THE GOLDEN WEST (MANON LESCAUT)

DORA LABETTE, Soprano (With Piano)

D1476 WHERE THE BEE SUCKS (I'VE BEEN ROAMING)

EDGAR COYLE, Baritone (With Piano)

3360 BLOW AWAY THE MORNING DEW (FLOWERS IN THE VALLEY)

#### ANDERSON'S.

#### Wm Powell Ltd

Telephone C. 3148.



#### FOOTWEAR

KELTIC SHOES FOR MEN

We stock in all leathers suitable for all occasions, we especially draw your attention to their heavier leathers which have STYLE, COMFORT and DURABILITY.

Wm. POWELL, Ltd., Sole Keltic Agents, HONGKONG HOTEL BUILDING.



## NEW ADVERTISEMENTS

## NOTICE.

IT IS HEREBY NOTIFIED that on and after SATURDAY, the 24th INSTANT, A CONSTANT SUPPLY OF WATER MAIN DISTRICTS East of Eastern Street, until further Notice.

HAROLD T. CREASY,  
Water Authority.  
Hongkong, 23rd May, 1924. [318]

## PEAK CLUB.

## FORTNIGHTLY DANCES.

MEMBERS and Subscribers are requested to note that the Dances in June have been fixed for—

SATURDAY, 14th JUNE, 1924.

SATURDAY, 28th JUNE, 1924.

E. B. C. HORNELL,  
Hon. Secretary.

## NOTICE TO CONSIGNEES.

## OCEAN STEAMSHIP CO., LTD.

CHINA ACTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer "LYCAON".

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignee's risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 23rd May.

Optional Cargo will be landed, unless notice has been given prior to Steamer's arrival.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays, between the hours of 10.45 a.m. and Noon within the free storage period.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th May, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 12th June, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 22nd May, 1924. [4811]

## NOTICE TO CONSIGNEES.

## ELLERMAN LINE.

## FROM UNITED KINGDOM AND CONTINENT.

THE Steamship "CITY OF SHANGHAI" having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Holt's Wharf, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 27th May, 1924, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before 31st June, 1924, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays, between the hours of 10.45 a.m. and Noon within the free storage period of one week.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

THE BANK LINE, LTD.,  
General Agents.

Hongkong, 21st May, 1924. [804]

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

## STEAMER FOR SINGAPORE, COLOMBO AND BOMBAY.

THROUGH BILLS OF LADING ISSUED FOR EGYPT, MEDITERRANEAN AND CONTINENTAL PORTS AND LONDON.

## THE Steamship

## "NAGPORE"

carrying His Majesty's Mails, will be despatched from this port at Noon, on TUESDAY, the 27th MAY, taking Cargo for the above Ports.

Silk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the on-carrying Steamer for Marseilles and London.

Parcels will be received at the Office until 5 p.m. on the Day previous to Sailing. The contents and value of all packages must be declared.

For further particulars, apply to—

MACKINNON, MACKENZIE & CO.,  
Agents.

Hongkong, 22nd May, 1924. [306]

## NOTICE.

NOTICE IS HEREBY GIVEN that Scrip No. 427 for 500 shares Ewo Cotton Mills Ltd., in the name of Mr. EZRA ABRAHAM of Hongkong together with a duly executed transfer deed, purporting to assign the said shares has been lost.

The said shares are the property of the Underwriter and application has been duly made to the Company for the issue of a Duplicate Scrip.

The public is therefore warned against dealing with the said Shares without reference to the Underwriter. Any person having any knowledge as to the whereabouts of the said scrip is asked to communicate with the Underwriter.

ELLIS & CO.,  
No. 23 Ice House Street.

PUBLISHED TO DAY.

## HONGKONG WEEKLY PRESS.

CONTAINING ALL THE WEEK'S LOCAL NEWS.

The Paper to read Home

## INTIMATIONS

## LANE, CRAWFORD, LTD.

## NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the SECOND ANNUAL ORDINARY GENERAL MEETING OF SHAREHOLDERS will be held at the Hongkong Hotel, on MONDAY, 26th MAY, 1924, at Noon.

The TRANSFER BOOKS of the Company will be CLOSED from 14th May, 1924, to 26th May, 1924, both days inclusive.

By Order of the Board of Directors,  
S. J. JORDAIN,  
Secretary.

Hongkong, 7th May, 1924. [733]

## PEAK TRAMWAYS CO., LTD.

NOTICE IS HEREBY GIVEN that the ANNUAL ORDINARY GENERAL MEETING OF SHAREHOLDERS of the above Company will be held at the Hongkong Hotel, Hongkong, on WEDNESDAY, the 29th MAY, 1924, at 11.00 a.m., for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ended 30th April, 1924.

The TRANSFER BOOKS of the Company will be CLOSED from Wednesday, 21st May, to Wednesday, 29th May, 1924, both days inclusive.

JOHN D. HUMPHREYS & SON,  
General Managers.

Hongkong, 17th May, 1924. [785]

## THE "STAR" FERRY CO., LTD.

## NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the TWENTY-SIXTH ORDINARY ANNUAL MEETING of this Company will be held at the Office of Messrs. JARDINE, MATTHESON & CO., LTD., on FRIDAY, the 30th MAY, 1924, at Noon, for the purpose of receiving the Report of the Directors together with a Statement of Accounts to April 30th, 1924.

The REGISTER OF SHARES of the Company will be CLOSED from Saturday, the 24th May, 1924, to Friday, the 30th May, 1924, both days inclusive.

By Order of the Board of Directors,  
W. S. BROWN,  
Secretary.

Hongkong, May 16th, 1924. [786]

## "GLEN" LINE, LIMITED.

## NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM AND STRAITS.

THE Motor Vessel

## "GLENAPPE"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 24th May, 1924, at Noon, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined in the presence of Consignees by Messrs. Goddard and Douglas, on 23rd May, 1924, at 10 a.m. Claims against the Steamer including those for Cargo short delivered must be presented on the special form provided, and must also be submitted within 30 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATTHESON & CO., LTD.,  
Agents.

Hongkong, 17th May, 1924. [793]

## S.S. "SI-KIANG."

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

## NOTICE.

CONSIGNEES of Cargo from DUNKIRK, ANTWERP, LONDON and MANCHESTER, in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasures and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Underwriter. Goods remaining unclaimed after the 28th instant, at Noon, will be subject to rent and landing charges.

All Claims must be sent in to me on or before the 2nd June, 1924, or they will not be recognized.

All damaged packages will be examined on Wednesday, the 26th instant, at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

R. RODENFUSER,  
Hongkong, 22nd May, 1924. [309]

## PREPAID "WANTED" ADVERTISEMENTS

Letters are lying at this Office for "Boxes—YL"

TO LET—Two Large Semi-detached Five Roomed HOUSES with Extensive Grounds and Tennis Court at Pokfulam. Beautifully situated with Splendid View of Harbour and Easily Accessible by Motor Car. For further particulars, apply to—Box No. 33, c/o Hongkong Daily Press Office. [33]

## ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, July to December, 1923.

With INDEX. Price—\$7.50.

On sale at the Hongkong Daily Press Office

## INTIMATIONS

## HONGKONG JOCKEY CLUB.

THE THIRD EXTRA RACE MEETING will be held (weather permitting) at Happy Valley on SATURDAY, 24th MAY, 1924, commencing at 3 p.m. The First Bell will be rung at 2.30 p.m.

The Charge for Admission to the Public Enclosure will be \$1.

Soldiers and Sailors in uniform Half Price. Members are advised that they must show their Season Tickets to obtain Admission to the Members' Enclosure.

Each Member has the right of introducing Non-Members to the Members' Enclosure. Tickets for whom can be obtained from Messrs. LUXEMAN & DAVIS at \$5 each up to Friday, May, 23rd.

The Stewards invite the Ladies of Hongkong to be present.

[778]

## HONGKONG JOCKEY CLUB.

ENTRIES for the FOURTH EXTRA RACE MEETING will CLOSE at 12 o'clock Noon, on MONDAY, 26th MAY, 1924, instead of SATURDAY, 24th MAY, 1924.

By Order,  
C. B. BROWN,  
Secretary.

[792]

## HONGKONG JOCKEY CLUB.

## FOURTH EXTRA RACE MEETING.

THE Conditions for Race No. 2 on the First Day and Race No. 3 on the Second Day have been Cancelled and the following Substituted therefor—

SATURDAY, 7th JUNE, 1924.

2.—GRANVILLE STAKES: One Mile. For China Ponies. Griffins of this race. Weight for inches as per scale. Winners of not more than two races 7 lbs. extra, winners of three or more races 12 lbs. extra. Subscription Griffs of this Season allowed 5 lbs. Unplaced runners allowed 5 lbs. Jockeys who have not won more than four Official Races allowed 5 lbs. Entrance Fee, \$5. 1st Prize, \$400. 2nd Prize, \$150. 3rd Prize, \$100.

MONDAY, 9th JUNE, 1924.

3.—MAIDSTONE PLATE: One Mile. For China Ponies that have started in Hongkong since 1st January, 1924, and previous to this Meeting and have not won a race since 1st January, 1924. Weight for inches as per scale. Jockeys who have not won more than four Official Races allowed 5 lbs. Entrance Fee, \$5. 1st Prize, \$400. 2nd Prize, \$150. 3rd Prize, \$100.

Amended draft Programmes will be obtainable on 22nd instant.

[805]

## THE HONGKONG JOCKEY CLUB.

DRAFT Programmes and Entry Forms for the FOURTH EXTRA RACE MEETING to be held on SATURDAY, the 7th, and MONDAY, 9th JUNE, 1924 (weather permitting), may be obtained at the Race Course, Hongkong Club and CANTONWAY BAY STABLES.

Entries Close on 24th May, 1924. [782]

## PUBLIC AUCTION.

THE Undersigned have received instructions from the Executors of the late Mr. C. F. WARREN, to Sell by Public Auction, on

THURSDAY and FRIDAY, the 29th and 30th MAY, 1924, commencing Each day at 2.30 p.m., at the

"TOWERS", 20, Broadwood Road,

A QUANTITY OF

VERY VALUABLE HOUSEHOLD FURNITURE.

Comprising—

M.T. Carved Blackwood Tables, M.T. Side Tables and Stools, M.T. Stands, Chesterfield Sofa and Armchairs, Standard Lamps, Brasses, Curio, Rug, Large Curio, Large Enamel Bath, Porcelain Wash Basin, Wardrobe, Double and Single Iron Beds, Crockery, Linen, Bookcase, Meat Safe, Cupboards, Tennis Net and Poles, Blaskets, Ornaments and General Household Sundries;

Also

1 Steinway Grand Piano, 1 "Acolian" Orchestrale Organ and Roll, and about 900 Plants and Pots.

On view TUESDAY and WEDNESDAY (27th and 28th May).

N.B.—The "TOWERS" and No. 21, Broadwood Road are for Sale Privately.

Terms—Cash on Delivery.

HUGHES & HOUGH, LTD.,  
Auctioneers.

Hongkong, 29th May, 1924. [808]

## ON SALE.

HONGKONG HANSARD REPORTS the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1923.

Revised by the Members.

PRICE ..... \$5.

Daily Press Office

## TO DAY,

2.30, 5.15, 7.15 and 9.15 P.M.

PETER B. KYNE'S

FAVORITE STORY OF THE NORTHWEST

KINDRED OF THE DUST.

THE CORONET.

## INTIMATIONS

## DEWAR'S

## The Spirit of the Empire

It is that unbroken Evenness that is so much appreciated in DEWAR'S. It is produced by the skilful blending of whiskies—old and ample—DEWAR'S is simply a mingling of good things.

Dewar's

"WHITE LABEL"

and

"VICTORIA VAT"

as supplied to the Houses of Lords and Commons.

By Royal appointment to His Majesty The King.

SOLE AGENTS:

A. S. WATSON & CO., LTD.

Wine and Spirit Merchants

ESTABLISHED 1841.

## MARRIAGE.

FENNELL-BELAMY. At Shanghai, on May 10th, ROGER CHARLES BELL FENNELL to MARGARET E. BELAMY, widow of the late Major HUGH MACNICH BELLAMY, D.S.O., M.C., O.B.E.

## DEATH.

ANDERSON.—At Shanghai, on May 18th, ALICE CHARITY, the beloved wife of J. G. ANDERSON, aged 25 years.

Hongkong Office: 1A, Chater Road.  
London Office: 121, Fleet Street, E.C.

## The Daily Press.

HONGKONG, MAY 24TH, 1924.

## EMPIRE DAY.

To-day is Empire Day, but, so far as we know, nothing is happening to remind the denizens of this Colony of the occasion. We have seen paragraphs in the Shanghai and Singapore papers showing that preparations have been made in both those places for the observance of the day, but in Hongkong, which, like Singapore, forms an actual part of the Empire, we do not know that it is to be observed in any form whatever. We have not even seen any announcement of the special services for children which have hitherto been held in the churches of the Colony on Empire Day, though we presume these have not been discontinued. The suggestion has been made at Singapore that all British vessels in port should "dress ship" on Empire Day, and it may be hoped that Hongkong will not prove so entirely uncommemorative as not to mark the day to this extent. Lord MEATH, who is the Father of the movement for the observance of Empire Day, was able last year to write that "At length, after 30 years of struggle, the Empire Day movement may be said to have attained its full stature in 1923, and is now officially recognised by nearly all the Governments within the King-Emperor's Dominions." One of the first of the great Overseas Dominions to legalise the movement was Canada. H.M. The King officially sanctioned the observance of Empire Day in 1916, by ordering the Union Jack to be flown from public buildings within the United Kingdom, and last year on Empire

Day it was reported that the King and Queen addressed, through the instrumentality of the gramophone, the entire school-attending children of their vast Empire; though we are not aware that this gramophone record has been heard in Hongkong. It is of interest to mention that the report published by the Empire Day movement last year mentioned that "the total number of schools within the Empire which have been officially reported as keeping Empire Day amount to 71,504, and the approximate number of scholars attending these schools is nearly 8,750,000." We presume several of the Hongkong schools are included in this total, since Empire Day has been observed in the past, to the extent at least of the church services—Anglican and Catholic—held specially for children attending the schools of the Colony. Viewing the Empire as a whole, there is no doubt that Empire Day is increasingly observed, more especially in the self-governing Dominions. One reason why it is not observed to a greater extent than it is may be found in the proximity of the King's Birthday which is necessarily regarded as an imperial event to be duly honoured, and it is marked in this Colony, as in many others, by a military parade and by a Reception and Ball given by H.E. The Governor at Government House. It will not be forgotten, of course, that Empire Day, May 24th, was the birthday of QUEEN VICTORIA, and the germ of the Empire Day movement lay in the suggestion made by Lord MEATH in a letter to *The Times* in 1881 in which he wrote "Let the anniversary of the Queen (Victoria) be made a universal school holiday, the scholars meeting in the morning at the school house to sing the National Anthem, and to salute the Flag." This suggestion has been growingly accepted since, throughout the Empire. The object in view is, of course, to attack what was described as "the lamentable ignorance of the great mass of our population in regard to imperial matters," and the Empire celebration was intended to be "the outward sign of an inner awakening of the peoples who constitute the British Empire to the serious duties which lie at their door." With such objects there must be the fullest sympathy in all parts of the Empire, and the movement recommends itself as one well worth encouraging.

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Pakfulani reservoir, which was practically empty a few days ago, is now full to overflowing.

Eighty per cent. of a month's salary was paid last week to the Metropolitan Police and the Peking Gendarmerie.

The annual expenditure on the Hongkong Observatory, has grown from \$25,398.31 in 1914 to \$38,522.58 in 1923.

It is announced that the fortnightly dances at the Peak Club in June have been fixed for the 14th and the 28th (Saturdays).

Dr. Jacob Gould Schurman, United States Minister to China, came down to Shanghai last week intending to remain several days.

It is notified that a constant supply of water will be turned on in all rider main districts east of Eastern street to-day until further notice.

The total output of the Kailan Mining Administration's mines for the week ending May 10th amounted to 93,291 tons and the sales to 102,283 tons.

In the Bankruptcy Court at Singapore last week a Chinese wine merchant in the course of his public examination stated that he lost in the year 1923 about \$400,000 on his business and rubber estate.

The Rev. J. Kirk Macdonald, who acknowledges two further subscriptions to the Haikong Famine Fund bringing the total up to \$724.45, and says: "Further help is still largely and urgently needed."

Mr. C. R. Hendley Smith, from Hongkong, has taken up an appointment as Assistant Superintendent of Customs, Port of Swettenham, Mr. Hendley Smith, who is 27 years of age, has been eight years in the Royal Navy.

We learn from the Observatory Report that 141 earthquakes were recorded by the Observatory seismograph last year, as against 144 in 1922. The seismographs were forwarded to the President of the Seismological Committee at Oxford.

Mr. Outrey, who has been re-elected Deputy for Cochin-China with a large majority, was formerly Resident Superior of Cambodia and has a wide experience in foreign and colonial affairs. He has been returned for Saigon since 1914, with always increasing majorities.

The "war" news of the North includes a statement that Marshal Wu Pei-fu is preparing to launch another attack on the Kuomintang of Kwangtung via Fukien. Another item is that the Chihli party are making overtures of peace to Marshal Chang Tso-lin on terms very flattering to the latter.

In connection with the vote of \$20 for rubber propaganda, to be before the Federal Council of the M. States, the Government has decided to create a committee for propaganda in Malaya and the Far East in connection with new uses and new markets for rubber, to make recommendations as to spending of the half sum mentioned these territories—the other half being reserved for use in Europe.

The magnificent stained-glass decorations carried out by Mr. Leonard Walker of the Hongkong and Shanghai Bank Singapore was recently being shown at the Palm Court at Self



## CABLES.

## LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

## BRITAIN'S EMPIRE AIRWAYS.

## INITIAL MONEY GRANTS SANCTIONED.

London, May 23rd.

A supplementary estimate of £350,000 in connection with the Government's airship scheme has been issued of which £150,000 is for airships and £200,000 as an initial provision for the programme of airship development, which is to extend over three years. The total expenditure for this period is provisionally estimated not to exceed £1,350,000 gross or £1,200,000 net.

## OBITUARY.

## SOVIET OFFICIAL DEAD.

Moscow, May 23rd.

M. Nogin, president of the Russian Textile Syndicate and member of the Soviet Executive, is dead. He played a leading part in the revolutionary movement and spent several years in prison and exile.

## EARLIER CABLES.

## UNFULFILLED ELECTION PROMISES.

## HOME GOVERNMENT AND UNEMPLOYMENT.

## OPPOSITION "BAIT" LABOUR MINISTER.

London, May 22nd.

The unemployment policy of the Government was challenged in the House of Commons on the motion of Sir Wm. Joynson Hicks to reduce Mr. Tom Shaw's salary by £100. The Government warned its supporters of the urgency of the occasion.

The debate was begun by Mr. Shaw introducing the estimates of the Ministry of Labour in committee on the Supply Bill. He severely attacked his predecessors for their "blundering and incompetence, unequalled in our history," and praised Mr. MacDonald's restoration of British prestige abroad and stimulation of employment at home. Mr. Shaw's review of foreign policy, and forecast of the Government's schemes for the increase of national wealth and efficiency was made to the accompaniment of laughter and ironical cheers from the Opposition benches, and the chairman intervened to remind Mr. Shaw to keep to his subject.

## MR. SHAW'S VERNACULAR.

Sir Wm. Joynson Hicks, moving his resolution for reduction, said that parts of Mr. Shaw's speech might have been made by the Foreign Secretary, Health Minister or Chancellor of the Exchequer but little by the Minister of Labour. Mr. Shaw had not told them of a single scheme to provide work for one man. The only explanation of the Government's unfulfilled election unemployment pledges were that they knew they could not fulfil them, or, alternatively, had not the ability to carry them out.

Capt. Masterman, while expressing neutrality on behalf of the Liberals, said it was sheer nonsense to pretend that the Labour party was in any way responsible for a reduction of unemployment since it had assumed office. Another Liberal, Dr. Macnamara, was an even less sympathetic critic.

Miss Margaret Bondfield was speaking when the debate was interrupted for private business. The unemployment debate was concluded by a Conservative motion to apply the closure, which was defeated by 241 votes to 210. Sir Wm. Joynson Hicks was thereby talked out.

## LIVERPOOL BYE-ELECTION.

## LABOUR GAIN FROM UNIONISTS.

London, May 22nd.

The bye-election in the West Toxteth Division of Liverpool, caused by the resignation of the Unionist member, Sir R. P. Houston, resulted as follows:

Mr. J. Gibbons (Labour).....15,505

Mr. White (Conservative).....13,024

Labour majority.....2,471

This is a Labour gain from the Unionists.

At the last General Election, the figures were:—Sir R. P. Houston, 12,457; Mr. J. Gibbons, 12,318; Unionist majority 139.]

## BRITISH LIBERALISM.

## A RIVIVAL CAMPAIGN.

London, May 22nd.

Mr. Lloyd George has started a great Liberal revival campaign by addressing the annual conference of the National Liberal Federation to-day. He said Europe and the world needed Liberalism. Replying to a taunt that the Liberal party was dead, he said that over four millions voted Liberal at the last election, and there would be many more if the Tories proved as ineffective in office as in opposition, and if the Socialists continued to demonstrate that they were frightened of their job. He looked forward to the day, not far distant, when the Liberals would resume office.

Sir Donald Maclean was re-elected president of the Federation and Sir Robert Hudson was re-elected treasurer. The latter dwelt on the Federation's need of money, and said if the position were not better by the end of the year he would be compelled to resign.

## A BRITISHER'S INVENTIONS.

## VAGUE REPIES IN THE COMMONS.

London, May 22nd.

In the House of Commons, Mr. Leach informed some questioners that his attention had been called to the claims made for the invention known as the "death ray," and the Air Ministry was in touch with the inventor, a British subject, but it was inadvisable at present to make a full statement on the subject. He could not answer an enquiry if the invention was first offered to the British Government.

Luton.

Considerable significance is attached to Mr. Leach's reply to questions about the "death ray" because Mr. Grindell Matthews is at present in France, where a company has placed its laboratory at his disposal. It is stated that it has offered to purchase all Mr. Matthews' inventions, including the "death ray," which is reputed to kill persons, explode ammunition, and disable an aeroplane motor at a distance of several miles; also his means of controlling submarines, without wireless which were successfully demonstrated during the war.

Mr. Matthews' journey to France has provoked an outcry in the British Press against glowing possible valuable warlike inventions to go abroad.

[This "death ray" invention, according to home advisers, was accepted by the Government in 1915, and Mr. Matthews is said to have received a substantial cheque for it after demonstrating its usefulness before a body of naval and military experts in the pond of a London park. The ray, of course, is composed of constituents which are secret, but it is understood that helium comprises a component quality.]

## NATIONALIST INDIA.

## SWARAJIST LEADERS DIFFER.

Bombay, May 22nd.

Some difference in Indian Nationalist opinion is revealed in statements following a conference between Gandhi and Nehru Das to decide the future attitude regarding non-co-operation.

Gandhi made a statement, reiterating his opinion that entry into Legislatures is inconsistent with non-co-operation, but he would not be a party to putting obstacles in the way of the Swarajists. If he entered the Councils, he would strengthen the constructive programme.

Das, Nehru, in a counter-statement, defends the obstruction policy, but accepts the suggestion with regard to a constructive programme, a definite economic policy and the prevention of the drain on public wealth from India. He will consequently fill elective posts and serve on every committee possible, and if they find it impossible to resist bureaucracy without disobedience, they will retire from the Legislatures and help to prepare the country for disobedience.

## THE MALAY COMMAND.

London, May 23rd.

Major-General Sir T. Fraser has been appointed to the Malay Command in succession to Sir Charles Grindell Matthews, who has been officially requested to return to London.

## THE WORLD'S SPORT.

## HOME CRICKET.

S. AFRICANS v. GLOSTER.

London, May 22nd.

The postponed match between Gloucestershire and the South Africans was commenced at Bristol in unsettled weather, before 3,000 spectators, on a soft wicket.

The South Africans scored 162, Nourse making 38, and Parker taking 4 for 41. Gloucester in reply had scored 79 for the loss of eight wickets when stumps were drawn.

## BRITISH LADIES' GOLF.

## MISS WETHERED CHAMPION.

London, May 22nd.

At Portrush in the Ladies' Golf Championship final, Miss Joyce Wethered beat Mrs. Cautley by 7 and 6.

## AMERICAN BASEBALL.

New York, May 22nd.

AMERICAN LEAGUE.  
New York, 6; Cleveland, 3.  
Philadelphia, 2; Chicago, 3.  
Boston, 5; Detroit, 6.  
Washington, 1; St. Louis, 3.

## NATIONAL LEAGUE.

Pittsburgh, 2; Brooklyn, 4.  
Cincinnati, 6; New York, 7.  
Chicago, 6; Boston, 2.  
St. Louis, 1; Philadelphia, 4.

## FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

## BRITISH WORLD FLIGHT.

Calcutta, May 22nd.

Reports from Akyab state that owing to adverse weather Flight Squadron Leader MacLaren will not leave for Rangoon to-day.

## U.S. WORLD FLIGHT.

## A BREAK FOR OVERHAULING.

Tokyo, May 22nd.

The American aviators between dawn and dusk covered 720 miles.

The men and their planes are in excellent condition, although the fliers are weary and are showing the strain of last week's battle with the elements.

They will remain at Kasumigaura probably a week, changing their engines and overhauling the machines.

To-day's flight took place in good weather conditions. The aviators twice encountered fog, but these were not serious. Since the start was made, they have covered 6,575 miles in ninety hours of flying time.

[BY COURTESY OF THE "DAILY BULLETIN."]

## CHINESE SENATOR'S FAMILY ATTACKED.

## MURDEROUS DOINGS IN PEKING.

Peking, May 22nd.

Two Heilungkiang men, on Monday, visited the Peking residence of the Heilungkiang Senator, Tien Mei-feng, who was absent. The visitors called again yesterday, again finding Tien Mei-feng absent. The men thereupon forced an entry into the house and tied up and shot a man and killed a servant.

Tien Mei-feng's young daughter, on hearing the shot, came in and was shot dead.

Mrs. Tien Mei-feng, who appeared on the scene, was fired at, the bullet grazing her forehead.

Attracted by the noise, the police rushed in, upon which the two murderers turned their revolvers upon themselves.

One of the murderers died instantly, and the other is dangerously wounded.

Mrs. Tien Mei-feng and the would-be suicide were taken to hospital.

## OUR REDUCED NAVY.

## SIR DOVETON STURDEE ON SEA AND AIR NEEDS.

"We are less prepared for war at the present time than at any period of our existence," declared Admiral of the Fleet Sir Doveton Sturdee at the annual meeting of the Institution of Naval Architects at the Royal United Service Institution, Whitehall, London, S.W.

Dealing with "strategical and tactical considerations" governing "warship design," Sir Doveton said it was necessary to consider whether submarines or aeroplanes were likely to displace ordinary ships for transport purposes. At present he thought the answer to that question was in the negative. The menace of both aeroplanes and submarines had, however, to be borne in mind when new forms were designed.

We had, with our eyes open, abandoned our superiority in so far as battleship and aircraft carriers were concerned.

## SUBURBAN AMENITIES.

## A TALKATIVE AMAH.

Mr. W. V. Curtis, of 181, Nathan Road, Kowloon, prosecuted an amah residing at 20, Nathan Road, at the Kowloon Magistracy, yesterday, for using abusive language to him.

The defendant failed to appear and Mr. Curtis informed the Magistrate that his principal witness had absconded.

The Magistrate suggested that the summons should be withdrawn, but Mr. Curtis said that this kind of offence was very common and if he withdrew the summons it would be thought that he was frightened to prosecute. He mentioned that certain articles of jewellery had been stolen from his house, and that his cook, who was his chief witness against the amah in this case, had absconded. The police had detained his houseboy and amah, but could get no satisfactory explanation from them. He added that he had a similar case before, when the amah he prosecuted was convicted.

The Magistrate ordered the issue of a warrant for the arrest of the amah.

## A TEA HOUSE RAID.

## SMART POLICE WORK.

Six alleged robbers were brought before Mr. Lindsell at the Central Magistracy yesterday afternoon on a charge of unlawfully having in their possession a number of daggers.

From the evidence given it appeared that the men had congregated in a rear cubicle on the upper floor of the Kung Loi Soon tea house at No. 139A, Des Voeux Road West, and it is alleged that they were making plans for an armed robbery. Inspector Appleton, accompanied by four European sergeants and a number of District watchmen, acting on information, raided the place and arrested the men. The daggers were found in their possession, as were also lengths of string and pieces of cloth suitable for making gags.

The case was adjourned to the 20th inst. for further evidence to be taken.

## BAD BUSINESS.

## SHANGHAI FIRM'S MISTAKE.

At the Kowloon Magistracy yesterday the managing-director of the Ming Fat Silk Store, of Canton, was charged before Mr. E. W. Hamilton, with being in possession of 78 counterfeit coins, Chinese currency.

In a search for arms on the s.s. *Kowloon* the police found the coins on defendant. He had 59 coins altogether, of which 21 were gold and the remainder spurious.

Mr. Armstrong, appearing for the defence, stated that defendant did an extensive business with another firm in Shanghai, and in connection with two transactions last year the Shanghai firm sent down money to Canton. On the last occasion, the defendant discovered the counterfeit money and he wrote to Shanghai about it, receiving a reply that the next time he was going to Shanghai he should take the coin with him and it would be changed.

The Magistrate accepted the explanation and discharged the defendant.

## SHAW EPIGRAMS.

## SOME SHAFTS FROM "ST. JOAN."

Some typical Shawian shafts in "Saint Joan." Mr. George Bernard Shaw's new play now running at the New Theatre, St. Martin's Lane, W.C., are:

A miracle is an event which creates faith. Miracles may seem very wonderful to those who witness them, very simple to those who perform them.

The Jews generally give value. They make you pay; but they deliver the goods. In my experience the men who want something for nothing are invariably Christians.

Some men are born kings; and some are born statesmen. The two are seldom the same.

We never know when we are beaten; that is our great fault. You never know when you are victorious; that is a worse fault.

You must not "dare," a staff officer; only company officers are allowed to indulge in displays of personal courage.

It is only in history books and ballads that the enemy is always defeated.

One good treaty is worth ten good fights. These fighting fellows lose all on the treaties that they gain on the fights.

The English are better at fighting than at thinking.

If you delivered me from fear I should be a good knight for a story book, but a very bad commander for the army.

What is hell like?—Jolly. Like as if you were always drunk without the trouble and expense.

## AUSTRALIA'S CANTON.

## WHERE IT WAS.

A writer in the Sydney *Sun* says:—Grass grows in the streets of Canton, where it can find a place amongst the stems of Bungalow palm, fig-tree and scrub. The wavelets lap on the silent shore and the solitude is broken only when the fishermen haul their half-mile nets in this deserted corner.

It is not that some cantelism has overtaken old Canton where a couple of a million Chinese live and toil, gamble and die in the narrow crowded streets of Asia's greatest city and a quarter of a million more spend their whole lives on Canton River.

Australia has its Canton, on the eastern shore of Tuggerah Lake, not far from Norah Head. Years ago this new Canton had a population of 50 or 60 busy Chinese who prepared fish and shellfish for the consumption of their countrymen, either in China or in other parts of Australia. Like a large proportion of the Chinese in Australia, they came from Canton or its neighbourhood and hence the name by which their settlement became known.

Such coastal colonies of Chinese were once common enough. The memory of one only a few miles away is preserved by Chinaman's Bay, just south of Tuggerah Entrance which is only one of the many Chinaman's Bays scattered about the coast of the Commonwealth.

At them such delicacies as sharks' fins and the mutton fish which, when properly dried looks—and tastes—very much like boot leather were prepared for Chinese consumption. These settlements have long since been abandoned by the Chinese. In the case of Canton no one has come to occupy the deserted village, except when fishermen or visitors make a temporary camp there.

## DAILY WEATHER.

## TELEGRAMS.

In his annual report for the year 1923, Mr. T. F. Claxton, Director of the Royal Observatory, says:—

The improvement in this service received a set back by the disastrous earthquakes near Yokohama on September 1st and 2nd. No weather telegrams were received from Japanese stations between September 1st and October 2nd.

On March 8th the service of weather telegrams from Wei Hai Wei ceased, owing to the closing of the Eastern Extension Telegraph Company's Office at this station in view of the impending rendition of Wei Hai Wei. Through the courtesy of the Cable Company and the Chinese Maritime Customs this station was replaced by Chefoo from which weather telegrams have been promptly and regularly received since September 5th.

A welcome addition to the list of telegraphic reporting stations is Basco, one of a group of islands midway between Luzon and Formosa. By the courtesy of the Director of the Philippines Weather Bureau observations from this station have been received, with few interruptions, since October 2nd, *via* Manila.

Occasionally belated weather telegrams are received from South China, but as a rule the observations from these districts are posted in batches to Hongkong, as are those from Central China.

The following stations send extra weather telegrams at half rate during typhoons, on receipt of certain code words from Hongkong:—Amoy, Canton, Macao, Phulien, Sharp Peak, and Taihoku. The Director of the Philippines Weather Bureau also sends extra telegrams, at his discretion, from Aparri or some other station nearer the typhoon centre. The extra 9 p.m. telegram from Swatow, kindly sanctioned by the Chinese Telegraph Administration during the typhoon season, was seldom received.

A table gives the monthly number of ships from which radio meteorological messages have been received, and the number of messages received.

## BRITISH ARCHITECTS.

## ATTEMPT TO HEAL A 40-YEARS-OLD SPLIT.

The councils of the Royal Institute of British Architects and the Society of Architects, after long negotiations, have unanimously approved a draft agreement to enable the two bodies to be amalgamated.

Some forty years ago the Society of Architects was formed by a number of architects who split from the R.I.B.A. on the question of registration. If the proposed agreement is carried the amalgamated body will endeavour to carry a Registration Bill through Parliament.

With amalgamation the membership of the R.I.B.A. will be 7,000, instead of about 5,500 as at present, and all Fellows, Associates, and Licentiatees will be allowed to use the title "Chartered Architects."

It is expected that the draft agreement will be the subject of considerable dispute, and already a "defence league" is issuing circulars to architects calling upon them to resist this attempt to absorb the society, with its 200 Fellows, 1,150 Members, 185 Licentiatees, and 120 students.

## CHINESE TRADE PARALYSED.

## WAR AND PROFITEERING.

## FOREIGN MERCHANTS DUPED.

The following is written by the *Daily Mail's* Peking correspondent:—

The old-fashioned Chinese business man, whose word was as good as his bond, is now becoming almost as extinct as the "dodo."

It grows more and more apparent that a Republic for China, instead of bristling the masses and paving the way for a better understanding with foreign Powers, and an increase in trade relations, is bringing the country to the verge of financial ruin.

China is one of the richest countries of the world. The largest part of it is still unexplored. Although there are several treaty ports open to foreigners still, owing to the machinations of greedy and selfish politicians and militarists, commerce, instead of progressing, is falling off.

## SPECULATORS ABUSY.

Manchester piece goods form the staple import of China. The present piece goods crisis has been brought about by the Chinese themselves—not the business men—but the politicians and militarists. In the older days this trade was in the hands of thoroughly reliable, old-fashioned Chinese who lived up to their contracts, whether they turned out in their favour or not.

Within the last five years this business seems to have crept into the hands of Chinese who knew absolutely nothing about the business, and who supply took it up as a "speculation," especially when they saw the enormous profits that were reaped during the post-European war.

The whole commercial trade of China is paralysed. A merchant gets an inquiry for, say, 1,000 cases of white shirtings for the Szechuan market (Szechuan is the richest province in China), but when the goods arrive in Shanghai he suddenly discovers that war has broken out again in this particular district. He is afraid to ship the goods up the Yangtsze for fear they will fall into the hands of the soldiers or "bandits" (these two are practically one and the same).

## FOREIGNERS' QUANDARY.

What does he do? He asks the foreign merchant to keep the goods in the "god-down" for him for a little while, until things have quieted down, saying at the same time that he is perfectly willing to pay the customary interest. If things clear up all well and good, he takes delivery with the merchandise and pays for it. But if, on the other hand, things go the other way and he sees no possibility of getting his money from the dealer in Szechuan, he disappears, and if he happens to be in Shanghai he generally goes to "Ningpo" more far.

And that is the last the foreign merchant hears of him, and it is useless to put the police on his track, because they would never find him. Remember, he is in his own country and his own people back him up. In the meantime the foreign firm must grin and bear it.

## OUR TRADE FUTURE.

## MR. LLOYD GEORGE'S MISGIVINGS.

Mr. Lloyd George, in a letter to *The Nation* and the *Athenaeum*, on the prospects of British industry, says:—

When peaceable conditions finally arrive and currencies are stabilised we shall be face to face with the trade rivalries of nations, which have perfected their machinery while they were engaged in wiping all their debts off the slate.

I view the immediate future of British trade with considerable misgivings. A far-reaching manufacturing crisis, periods of slackness to repair his machinery, to re-equip his workshop, and generally to put his factory in order.

I suggest that the nation ought to follow this, for example, and that this is the time to do so.

No man who has examined the use now being made of our national resources can believe that we are making the best of them. Capital and labour are alike strangled by vested prejudices and traditions. Both are capable of producing infinitely more wealth for the benefit of the community than they are now creating.

The best means of achieving production seems to be the most urgent task of our industrial and political leaders at this hour.

## STATE RACING PRIZES.

## MONEY PROVIDED FOR IN CIVIL SERVICE ESTIMATES.

How many taxpayers know that the British Government provides the prizes for some horse races in Ireland?

This is revealed in the Civil Service Estimates (Miscellaneous Expenses) for 1924-25, which provide for £1,562 for the King's Plates to be run for in Ireland, two of £215 each, one at £197, three at £105 each, and two at £210 each.

The Estimates contain several annual payments the origin of which is for the most part lost in antiquity, including:

£5 6s. 8d. to the Bursar of Trinity College, Cambridge, as a "creation money" for the Council of Cambridge and Trinity, a grant which dates back to King Henry the Eighth, who founded the college in 1584.

£1,000 as compensation for the loss of the privilege of printing and selling almanacs to the Universities of Oxford and Cambridge.

£25,000 to the Lord Chamberlain's Department for the cost of providing and repairing the insignia of various Orders, such as the Garter, the Thistle, and the Bath.



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Writing from Singapore, under date, March 31st, 1922, Sir Godfrey Thomas, Private Secretary to H.R.H. THE PRINCE OF WALES, says:—

Sir,—I beg to acknowledge the receipt of your letter of the 23rd instant and am desired by the Prince of Wales to thank you for the copy of the 60th annual edition of "The Directory and Chronicle for CHINA, JAPAN, THE STRAITS SETTLEMENTS, ETC., ETC." which His Royal Highness has been pleased to accept, and which will be extremely useful during the remainder of the tour.

The Managing-Director,  
HONGKONG DAILY PRESS, LTD.,  
HONGKONG

Yours faithfully,  
GODFREY THOMAS,  
(Private Secretary.)

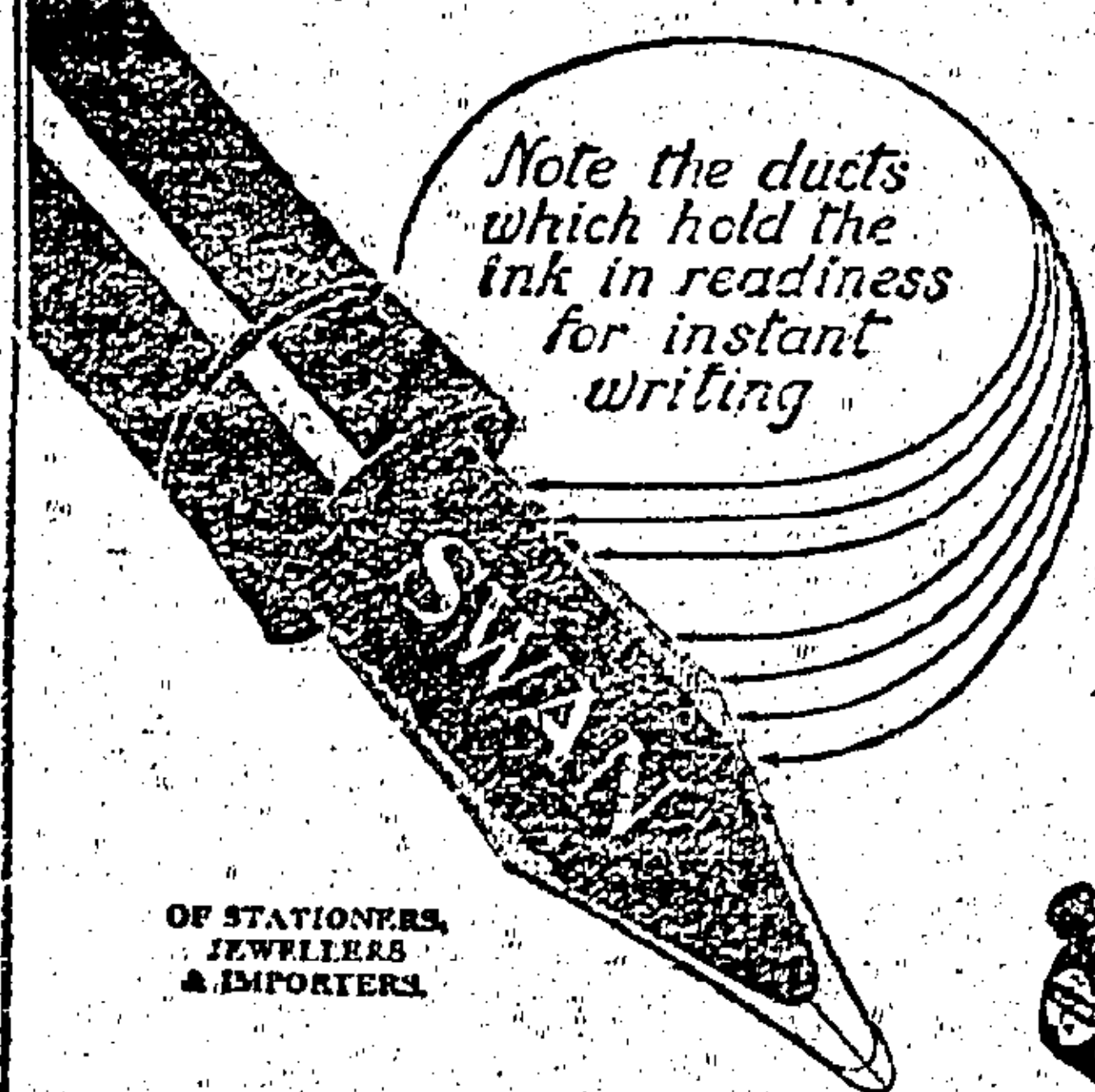
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#### PARIS FASHION NOTES.

(FROM OUR SPECIAL CORRESPONDENT,  
[NAME REDACTED])

Paris, April 21st.  
Handbags to match one's shoes is the latest idea in ensembles in this city of fashions. Accordingly, we see the large, flat pocket-book purses that Paris calls "pochettes," made of green or blue lizard skin, and, to match them, lizard skin shoes, cut in the most elaborate of open-work patterns. Metal clips, of silver, gold or merely of some imitation composition, are used to border a number of the smart pochettes of pinkish or maroon leather, and, as well, so as to carry out the ensemble idea to its utmost limit, there are hats to be seen of felt, bordered with metal clips to match bags treated in this way.

The fashionable complexion is lighter this Spring than it was last year. Occasionally, one will see a very dark-brunette wearing bistre powder and dark brick rouge, but, the really smart thing now, is to powder with the very pale yellow powder that perfumers have recently created, and which gives the impression of being no more than a warm, ivory white when applied, to use no more at all except to outline the lips, and to make up the eyes as naturally as possible. Rouge for the lips should be dark for the daytime and light for the evening. For the trying glare of the dance room, Coty has created a lip salve that is almost orange in shade, and, although this may sound impossible, such a shade looks very decorative when applied in conjunction with the ivory powder. I have just referred to, and, actually produces the effect of "coral" lips which Romantic novelists used to admire a century or so ago. Incidentally, I might mention, it is smart to match coral lips such as these, with coral ear-rings and a necklace of coral beads.

For the dressing table or the bathroom, designers of novelties have launched the most fascinating of toys for toilet novices: these are made of coloured glass and take the form of a very much flattened sphere about eight inches in circumference. To enable one to distribute the powder easily, there are great down tufts fitted with a long handle of transparent composition, this latter matching the shade of the glass powder tray.

Umbrellas are such very necessary articles in Paris even at this time of the year when treacherous April is sending daily showers to let over-anxious folk realise that, for all the transient shining of the sun, Spring is still afar off, that several of the umbrella specialists have created models that are capable of serving a double purpose. This thick handle with which models of this new type are supplied, opens to disclose a vanity case in which are concealed mirror, powder puff, rouge stick, eye and eyebrow pencils. Some have a vanity case of this kind concealed in a knob that opens back on hinges that are almost imperceptible, so tiny are they and so well fitted in.

This Spring has been a fruitful one in the matter of fashionable weddings, and, it is interesting to note that each bride has chosen to dispense her veil according to her fancy and to suit her own peculiar personality. There is only one rule for the bride's veil of to-day, as for all coiffures, as a matter of fact, and that is that it cling closely to the head and outline the shape of the face. The rest is a matter of deciding, according to your type, which is the most becoming way of making it cling. A recent aristocratic bride, and the problem to be solved was, in fact, by drawing the veil closely about her head with the narrowest circle of orange blossoms, so that she looked like a Fifteenth century Madonna; another drew the veil closely across the front of her head and fastened it over each ear with a little cluster of orange buds in such a way that it fell in loose folds over her ears; another disposed the heavy old lace that constituted her bridal veil so that took on the form of a dainty mob cap with a long frill.

I saw the scarf put to a pretty use the other day in an afternoon frock. A wide piece of the cornflower blue crepe de Chine of which the dress in question was made, had been lined with white crepe de Chine and set onto the neck line so that it fell down the back with a drape made by the round-backed neck; an under-kirt of white crepe de Chine which showed in a wide panel through the overskirt; recalled the note of the white-lined scarf as well as the white, V-shaped vestee that filled in the open-cut front of the bodice. It is by simple, little touches such as these that one recognises all the difference between a well-designed and a clumsily or vulgarly-designed costume.

Platings of every kind are very much back in fashion again. This will be welcome news to the home dress-maker, who knows that a plated skirt is easier to hang than a shaped one, and that it also requires less work and time to make. The same applies to the plated dresses that are coming back as numerous as the plated skirts. These usually have a little yoke reaching about as deep as the armpits, and a pair of miniature, close-fitting sleeves which well above the elbow. Onto the straight lower line of the yoke, the rest of the frock is fastened, plaited into a line of fashionable straightness with either knife plaits, box plaits or inverted and box plaits alternating. An inner belt at the hip line will hold the plaits in place, and an outer girdle to cover this is added or dispensed with according to the fancy of the wearer. A simple robe fashioned on these lines can be made the foundation for many decorative accessories—for an apron tunic made of a large-sized printed handkerchief may be mounted on a narrow girder, or else, the whole silhouette of the frock may be changed by the addition of a wide ribbon neckerchief, a bow and long ends finishing on the left side. For such sashes, checks or plaid ribbon is in high favour just now in Paris. Another change can be effected by wearing one of the printed handkerchiefs about the throat, tied loosely so that the ends hang down loosely in front.

Short, little circular capes are being worn in place of a jacket with some of the sports suits. In this case, a blouse of plaid flannel or knicker-cloth must complete the costume. It will be long and narrow, and will descend well down onto the hips outside the skirt, following in this the line which all blouses take these days, and so dispensing with a belt or fastening of any kind to cover up what no longer exists in the fashion world—a junction of skirt and blouse.



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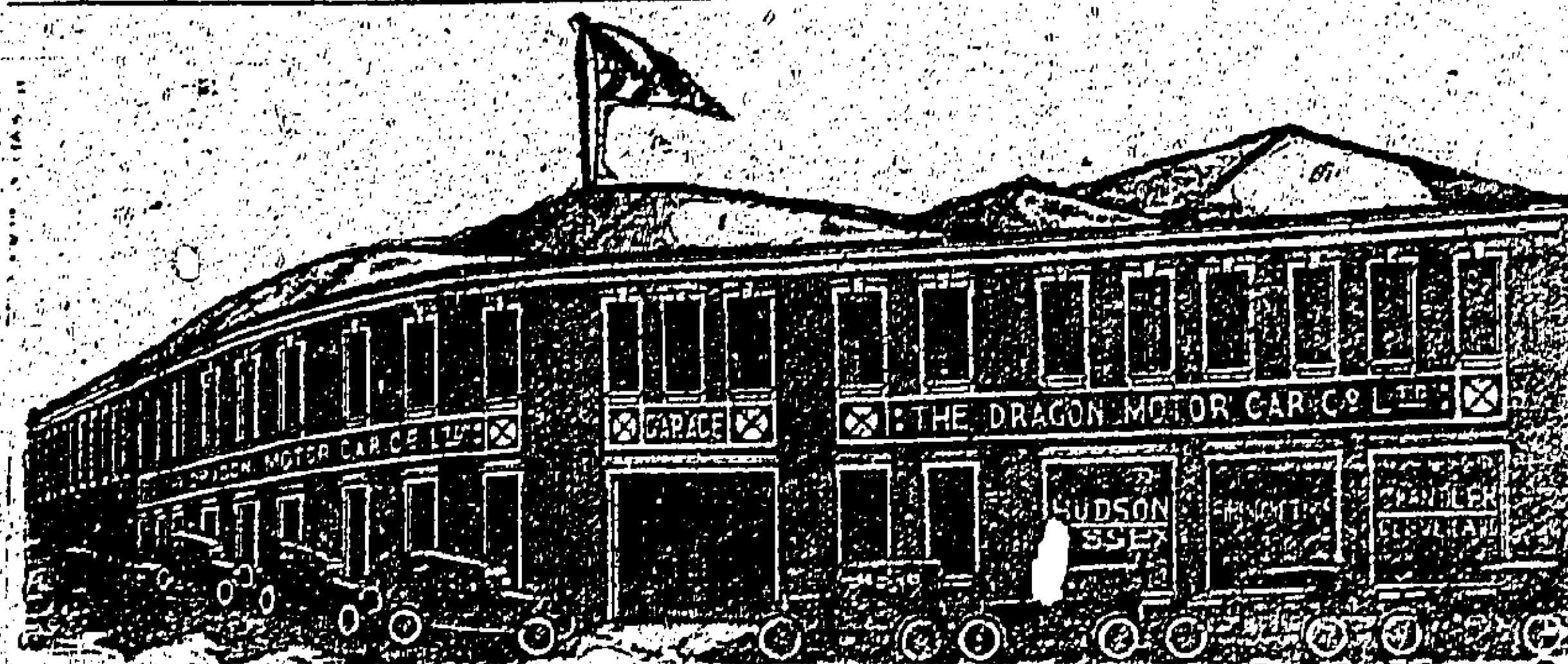
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"SUMATRA MARU" ... Friday, 20th June.

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"KISHU MARU" ... Sunday, 1st June.

CALCUTTA via Singapore & Rangoon.  
"INDO MARU" (Calls at Penang) ... Monday, 26th May.

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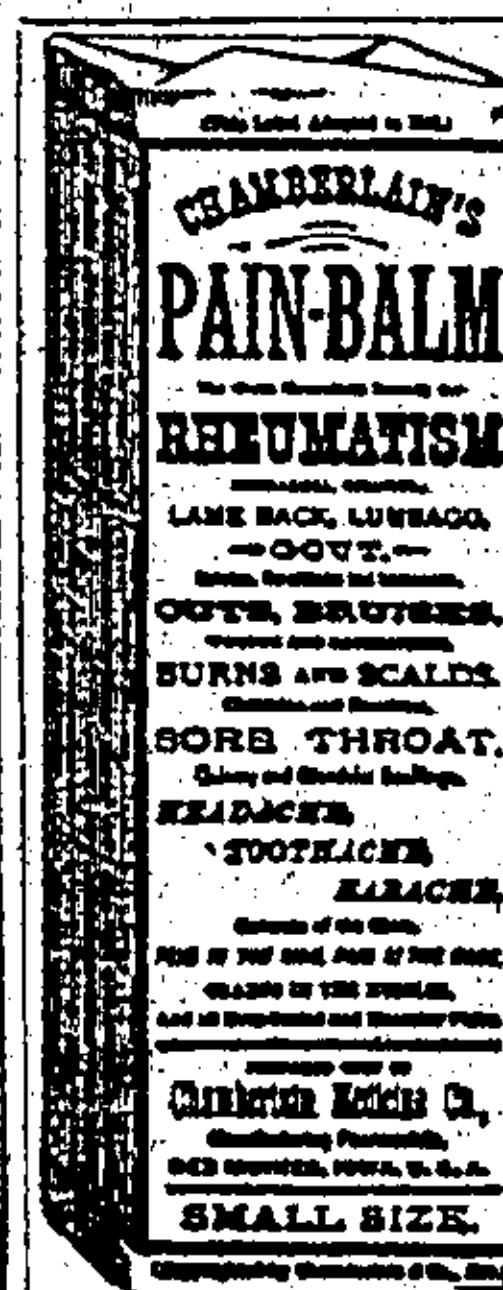
"AMUR MARU" ... Sunday, 25th May.  
"KWATO MARU" ... Tuesday, 27th May.  
"ARIZONA MARU" ... End of June.

KEELUNG via SWATOW & AMOY.  
"AMAKUSA MARU" ... Tuesday, 27th May, Noon.  
"KAIYO MARU" ... Sunday, 1st June, Noon.

TAKAO via SWATOW & AMOY.  
"KOTSU MARU" ... Thursday, 6th June, 10 a.m.  
"BUSHO MARU" ... Monday, 16th June.

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### LAWN TENNIS.

TILDEN ON THE SPIN OF THE BALL.

ITS EFFECTS ON RETURNS.

[BY R. H. LIDDELL HART.]

William T. Tilden, champion of the United States for four consecutive years and acknowledged to be the world's foremost player, has been giving his views on the question of spin. As this is one of the most important factors in lawn tennis, and as Tilden is the supreme exponent of spin, the secrets of his success and his opinions can hardly fail to be of interest and value to lawn tennis followers.

As he points out, most tennis players look upon the ball as merely something to hit, a means to an end, not an individual factor like their opponent or their own form. He suggests that the ball should be regarded as a third party, and that the issue will turn on which of the players succeeds in gaining the help of this third party. "Suggest (with your racket, not your tongue) that ball curves this way or that and it obeys. Every ball has an inside and outside edge every time it comes to you. I admit that it is round, yet to the player the side nearest you is its inside edge, and that away from you its outside edge, and the edge you hit determines the curve and spin on your return."

LEADING OPPONENTS INTO ERRORS.

The object of applying spin or curve to the ball is either to gain better control of our shot or to fool our opponent. After pointing out that the ball is the factor in the game most affected by external conditions—wind, heat, court surface—Tilden lays down the old maxim: "Never give your opponent a chance to make a shot he likes." Tilden sees tennis as a form of war, and applies to it the conceptions and skill of the strategist. The western front idea of attacking the enemy at his strongest point and giving him every chance to develop his heaviest armament was not war, nor is it tennis. Tilden declares that nothing so upsets a man's physical and mental poise as to be continually led into error, and it is with this all-pervading idea of the opponent that he advocates never making any stroke without a conscious, deliberate, and intentional spin on the ball.

Passing on to the fundamentals of spin, he gives the reminder that the more spin the less will be the pace of the shot. Top spin tends to drop; slice or cut spin tends to rise. Spin may be applied either by a long follow-through, the soundest method for ground strokes, or by a wrist movement, preferable in volleying. In hitting a slice or undercut shot the racket passes under the ball and draws to the body, so that the curve of the ball in flight tends towards the side-lines, whereas top spin, where the rackethead is outside the ball and passes up and slightly over it, tends to curve the ball towards the centre of the court. The qualities of the two kinds of spin may be summed up by saying that top spin and undercut give greater control than the flat-hit shot, while the latter is offensive, while the former is defensive. Against a volleyer Tilden advocates that all passing shots should be hit with top spin, because the quickly dropping ball forces the opponent to volley upward from below the level of the net, and because the reverse of its spin when volleyed tends to make the opponent's shot rise in the air. For a high lob, however, undercut is the better, as the ball stays longer in the air, whilst the pulling-down tendency often makes the opponent put his smash in the net.

THE VALUE OF UNDERCUT.

When both players are in the back court Tilden considers that the difficult bound of the undercut shot makes it an equal weapon with the top-spin drive; it forces more errors though it scores fewer right points than the pace of the top-spin shot. The best game, however, is to mix the two forms. "I study my man, and lay my attack accordingly. I form the basis of my game on a top-spin drive, using the slice shot to mix speed, and depth." Tilden defines speed as the rate the ball travels through the air, and pace as the velocity with which it comes off the ground—dependent on the weight put into the stroke. "A sliding chair to the forehead of W. M. Johnston or R. N. Williams is fairly effective, while against Wallace Johnson or Vincent Richards it is a waste of time; yet this shot will almost alone defeat Shimizu or Kumagae, owing to their faulty forehand grip. As a general principle Tilden advises slipping to a player who prefers a high bounding ball to drive, and top-spin driving to an exponent of chop. Chopping, however, is difficult and unsafe in a high wind; a soft court is an invitation to undercut the shot; a hard fast court favours the power of a speedy top-spin drive. The grass court surface Tilden considers ideal for the mixed-spin game, but some types of hard court handicap the slice shot, and on wood, cement, or asphalt render it useless.

It is not sufficient to know how to apply spin; its effect on the probable return should also be understood. A slice to either corner will tend normally to come back down the sideline, because it requires a special effort to pull it across court. Spin that holds the ball low tends to make the opponent's return high. Conversely, your forehand will probably return fast and low.

Tilden is emphatically opposed to exaggerated spin or freak shots. They are soon mastered by the opponent and are tiring to execute, so that they are useful only as an occasional surprise. Ease of stroke and a lack of contortions are essential. Therefore, says Tilden, use just enough spin to ensure your own control and to impair your opponent's, and put the rest of your effort into speed and pace.

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The worst of it is that people will sometimes neglect to take proper steps to avoid indigestion. Unfortunately, they have a dangerous habit of thinking that the stomach, liver or the bowels, when out of order, will of themselves recover the delicate balance and poise they have in good health. But this very, very, rarely happens, and so the most common-sense way to avoid the miseries of indigestion is either to prevent it, or banish it from your system. And prevention is always easier and better than cure. In any case, either to prevent or to banish indigestion, you can't do better than take an occasional dose of Mother Syrup, the world-famous remedy for stomach and liver trouble. It has been before the world for nearly fifty years. Each year, each week, in fact, cases are recorded where dyspeptics have found relief by resorting to this fine old family remedy, and now the total of those who, after personal trial, voluntarily and enthusiastically recommend Mother Syrup's Syrup, has run into tens of thousands. Year tens of thousands!

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## INDO-CHINA

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| SAILINGS SUBJECT TO ALTERATION. |            |           |                    |
|---------------------------------|------------|-----------|--------------------|
| MANILA via AMOY                 | SUSANG     | Saturday  | 24th May, 8 a.m.   |
| HAIPHONG via HOIHOW             | LEESANG    | Sunday    | 25th May, 10 a.m.  |
| BANGKOK via SWATOW              | FOOSHING   | Tuesday   | 27th May, 10 a.m.  |
| SHANGHAI via SWATOW             | WAISHING   | Wednesday | 28th May, 10 a.m.  |
| TIENTSIN                        | CHONGSHING | Wednesday | 28th May, Noon     |
| SHANGHAI                        | LIENSHING  | Wednesday | 28th May, 3 p.m.   |
| TRADE & CALCUTTA                | HOANG      | Thursday  | 29th May, 7 a.m.   |
| KORE via SHANGHAI & MOI         | FOOKANG    | Thursday  | 29th May, 7 a.m.   |
| SHANGHAI via SWATOW             | YATSHING   | Friday    | 30th May, 7 a.m.   |
| MANILA                          | YUENSANG   | Saturday  | 31st May, 11 a.m.  |
| HAIPHONG via HOIHOW             | MAUSANG    | Saturday  | 7th June, 1 p.m.   |
| SANDAKAN                        | YUENSANG   | Wednesday | 11th June, 7 a.m.  |
| KORE via SHANGHAI               | CHUNANG    | Saturday  | 14th June, 10 a.m. |
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| "CARNARVONSHIRE"  | 15th June    | "GLENARVON" | ...             | London, Rotterdam & Hamburg |
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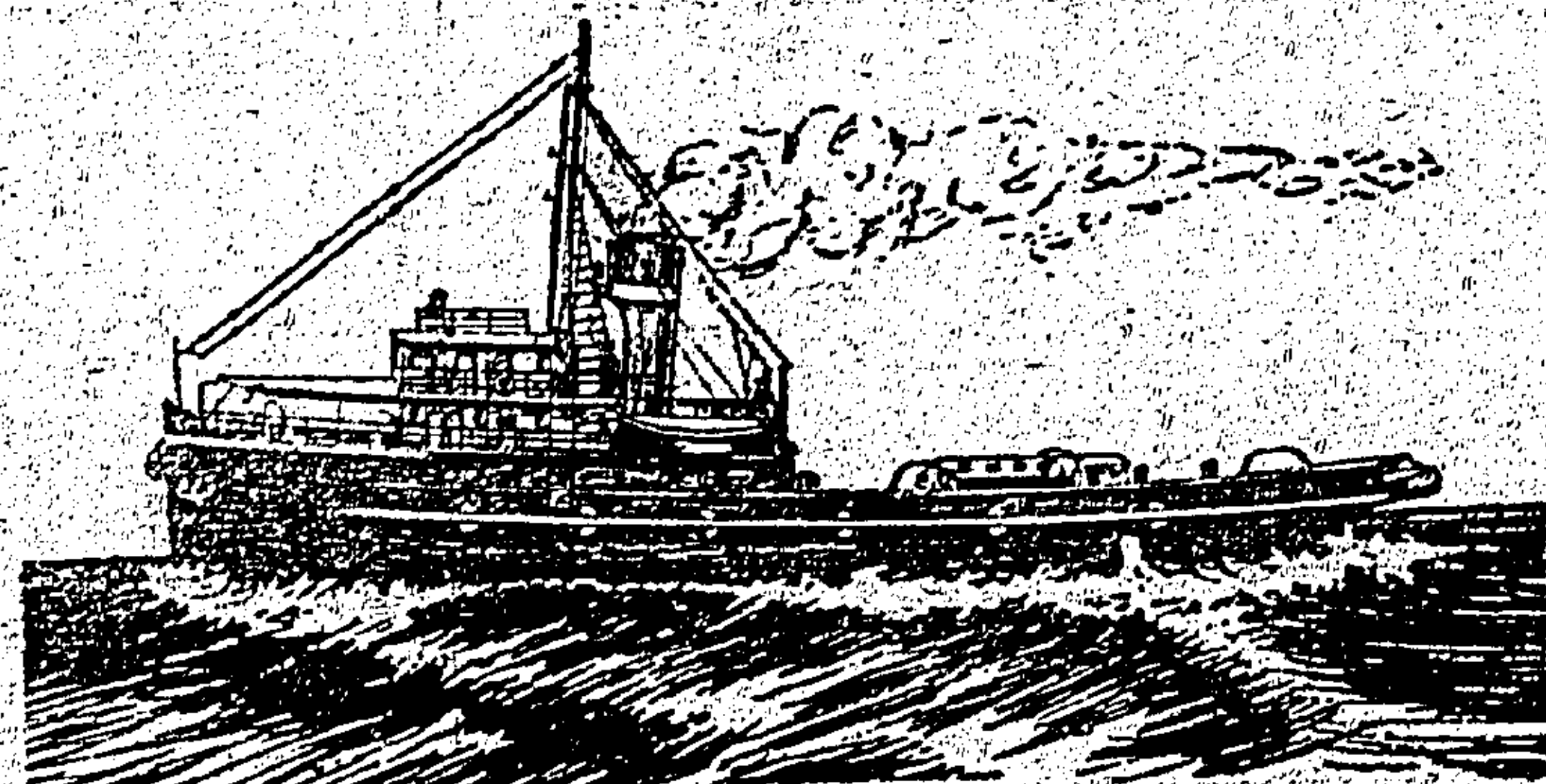
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## SHIPPING NEWS

## ARRIVALS

May 22nd.  
C. Lopez, Spanish str., 2,371 tons, Capt. P. Miranda, from Yokohama, with a general cargo, lying at buoy No. 43—Botelho Bros.  
Hok Canton, Chinese str., 285 tons, Capt. Leung Long, from Kwang Chow Wan, with a general cargo, lying at Suikong wharf—Hong On S.S. & Co.  
Luzon, British str., 7,532 tons, Capt. A. L. Nyorden, from Singapore, with a general cargo, lying at Holt's wharf—B. & S.  
Samara, Swedish str., 3,663 tons, Capt. F. N. Bughan, from Gallienburg and Sweden, with a general cargo, lying at Kowloon wharf—Swedish Trading Co.

May 23rd.

Atholl, British str., 1,779 tons, Capt. S. Glesop, from Vancouver and Milke, with a general cargo, lying at buoy No. 43—B. & S.  
Chambers, British str., 1,488 tons, from Melbourne and Manila, with a general cargo, lying at Laichikok—B. & S.  
Choshu Maru, Japanese str., from Canton, lying at Suikong wharf.  
Changling, British str., from Canton, lying at Suikong wharf.  
Kashmir, British str., 3,349 tons, Capt. E. B. Burtell, O.B.E., R.N.R., from Shanghai, with a general cargo, lying at buoy No. 41—Mackinnon, Mackenzie & Co.  
Lee Sang, British str., 973 tons, Capt. T. Croft, from Shanghai and Swatow, with a general cargo, lying at West Point wharf—J. M. & Co.  
Newchuan, British str., 1,531 tons, Capt. A. Dowell, from Shanghai and Swatow, with a general cargo, lying at buoy No. 43—B. & S.  
Preston, German str., 5,050 tons, Capt. H. Lirbeck, from Manila, with a general cargo, lying at Kowloon wharf—Arnhold Bros.  
Svalen, Norwegian str., 1,433 tons, Capt. A. Norvall, from Saigon, with rice, lying at buoy No. 43—Kersten Larsen & Co.  
Tatshen, Chinese str., from Canton, lying at C.M.S.N. Co.'s wharf.

## CLEARANCES

May 22nd.  
C. Lopez, for Manila.  
Fern, for Keelung.  
Hydrangea, for Swatow.  
Hualah, for Canton.  
Koyu Maru, for Canton.  
Manchester, for Keelung.  
Nanyu Maru, for Hainan.  
Oasis, for Manila.  
Tatshen, for Singapore.  
Tatshen, for Nagasaki.  
May 23rd.  
Aussu, for Sourabaya.  
Choshu Maru, for Shanghai.  
Changling, for Shanghai.  
Hualah, for Singapore.  
Hualah, for Samarinda.  
Kashmir, for Singapore.  
Newchuan, for Canton.  
Preston, for Shanghai.  
Sai Sang, for Amoy.  
Telephus, for Saigon.  
Wongphat Kung, for Saigon.  
Yongu Maru, for Tamsui.

## SHIPPING MOVEMENTS

The R.M.S. Empress of Russia is due here at 7 a.m. on May 24th (Monday) and will berth at Pier No. 5, Kowloon wharf. The S.S. Glauca (Blue Funnel), arrived at London on the 22nd inst. The R.M.S. Empress of Russia arrived at Manila on May 22nd at 5 a.m. leaves Manila today (May 24th) at 5 p.m. and is due at Hongkong on May 26th 7 a.m. (Monday). The S.S. Adolf Von Bayer will arrive here tomorrow, Saturday, the 24th inst. 10-11 a.m.

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Luzon (O.S.K.), due today.  
Anchises (Blue Funnel), due June 14th.  
Autobius (Blue Funnel), due May 23rd.  
Chantilly (M.M.), due May 30th.  
Clyde (Blue Funnel), due May 31st.  
Demodocus (Blue Funnel), due June 7th.  
Eastern (E. & A.), due May 28th day-light.  
Empress of Australia, due June 4th.  
Hindenburg (Hugo Stianes), due May 30th.  
Indo Maru (O.S.K.), due May 26th a.m.  
Koyu Maru (O.S.K.), due May 27th.  
President Hayes (Dollar), due June 23rd.  
President Harrison (Dollar), due May 26th.  
President Jackson (Admiral Oriental), due May 29th.  
President McKinley (Admiral Oriental), due May 30th.  
President Van Buren (Dollar), due June 9th.  
Seiga Maru (T.K.K.), due June 2nd.  
Tina (Blue Funnel), due June 25th.

## WEATHER REPORT

May 23rd at 19.00—Pressure has increased slightly over Annam and the Philippines, it has decreased moderately at Cebu, and slightly elsewhere.  
There is no change in distribution since this morning.  
Hongkong rainfall for the 24 hours ending at 18 hours, May 23rd, 2.15 inch. Total since January 1st, 26.75 inches, against an average of 19.75 inches.  
The forecast for the 24 hours ending at 18 hours, May 24th is as follows—  
District Forecast:  
S.W. winds, moderate; cloudy, rain.

Foranosa Channel { S.W. winds, moderate; cloudy, rain.  
Hongkong to Gap Rock { do.

South coast of China between Hongkong and Lamcocks { do.  
South coast of China between Hongkong and Hainan { do.

## HONGKONG METEOROLOGICAL REGISTER

Hongkong Observatory, May 23rd.

|                | Previous Day | On Date   | On Date   |
|----------------|--------------|-----------|-----------|
|                | at 2 p.m.    | at 6 a.m. | at 2 p.m. |
| Barometer      | 29.74        | 29.73     | 29.73     |
| Temperature    | 75           | 76        | 81        |
| Humidity       | 96           | 96        | 81        |
| Wind Direction | ESE          | E         | SW        |
| Force          | 3            | 4         | 4         |
| Weather        | ort          | ORT       | O         |
| Rain           | 5.69         | 0.00      | 2.26      |

Highest open-air Temperature on 23rd ... 79

Lowest open-air Temperature on 23rd ... 73

## HONGKONG TIDE TABLE

From May 24th to 30th, 1924.

| Day of Week | Day of Month | High Water             |         | Low Water              |         |
|-------------|--------------|------------------------|---------|------------------------|---------|
|             |              | H'kong. Standard Time. | Height. | H'kong. Standard Time. | Height. |
| Satur.      | 24           | 10.39                  | 4.2     | 1.54                   | 4.2     |
| Sun.        | 25           | 11.48                  | 4.3     | 0.42                   | 4.1     |
| Mon.        | 26           | 12.59                  | 4.5     | 0.9                    | 4.5     |
| Tues.       | 27           | 1.12                   | 4.6     | 1.0                    | 4.6     |
| Wed.        | 28           | 2.24                   | 4.7     | 1.1                    | 4.7     |
| Thur.       | 29           | 3.35                   | 4.8     | 1.2                    | 4.8     |
| Fri.        | 30           | 4.46                   | 4.9     | 1.3                    | 4.9     |



## HOME VIA CANADA

Hongkong to England

| From     | Due     | From     | Due     |
|----------|---------|----------|---------|
| Shanghai | May 29  | Yokohama | June 24 |
| Nagasaki | May 30  | Manila   | July 1  |
| Kobe     | May 31  | London   | July 16 |
| Yokohama | June 1  | Yokohama | July 30 |
| Manila   | June 2  | Yokohama | Aug. 13 |
| London   | June 17 | Yokohama | Aug. 20 |

Other Atlantic Sailings every few days to Liverpool.

Southampton, Glasgow, Antwerp, Cherbourg and Hamburg.

Allotment of Cabins on Atlantic steamers held here and through tickets issued.

Early reservation necessary.

Three Trans-continental Trains Daily.

Standard Sleeping Cars, Compartments and Drawing Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

## "CANADIAN PACIFIC THROUGHOUT"

## HONGKONG-MANILA SERVICE

| From     | Due    | From     | Due    |
|----------|--------|----------|--------|
| Hongkong | May 21 | Manila   | May 24 |
| Manila   | May 23 | Hongkong | May 26 |
| Hongkong | May 25 | Manila   | May 28 |
| Manila   | May 27 | Hongkong | May 30 |
| Hongkong | May 29 | Manila   | May 31 |
| Manila   | June 1 | Hongkong | June 3 |

Passenger Department.

Freight and Express.

Tel. 722.

Cables: GACANPAC.

Tel. 42.

Cables: NAUTILUS.

## T. K. K.

## THE PATHWAY OF THE SUN

"VIA HONOLULU—THE PARADISE OF THE PACIFIC."

## REDUCED FARE TO EUROPE.

First class throughout £120. (Mono class steamers on the Atlantic.

£112-£110.

HONGKONG TO MANILA SERVICE.

VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU.

STEAMERS LEAVE HONGKONG

TENYO MARU 22,000 tons May 28th

KOREA MARU (From Yokohama June 12th) 20,000 tons

SHINTO MARU 22,000 tons June 27th

BIKRIA MARU 22,000 tons July 12th

TAIYO MARU 22,000 tons July 25th

HONGKONG TO VALPARAISO.

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO.

SAN PEDRO, MANZANILLO, BALBOA.

CALLAO, MOLLEND, AMICA AND IQUIQUE.

THROUGH BY TRANS-ANDRAN ROUTE TO BUENOS AIRES.

STEAMERS LEAVE HONGKONG

SEITO MARU 18,000 tons June 19th

RAKUYO MARU 18,000 tons July 19th

Through Bills of Lading issued to all United States Overseas Points; also via Panama Canal Lines to Atlantic Ports.

For full information regarding Passengers, Freight and Sailings, Apply to—

Y. TSUTSUMI Manager, King's Building, Tel. No. C. 2374 &amp; 2375.

Agents at Canton: Messrs. T. E. GRIFFITH.

## COMPANIA TRASATLANTICA DE BARCELONA

Spanish Royal Mail Line

For MANILA, SINGAPORE, COLOMBO, SEZ, PORTSAID, BARCELONA AND OTHER SPANISH PORTS.

S.S. "ISLA DE PANAY" 14th July

For SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

S.S. "ISLA DE PANAY" 23rd June

The steamers of this Company are all classed 100 A1 at Lloyd's and are fitted with every modern convenience for the comfort and safety of the passengers.

Stewards and Doctor carried.

For Freight and/or passage apply to—

O. D. BARRETTO, 28, Central Avenue, B.O. CANTON.

BOTEHO BROS. Alexandra Building, Hongkong.



## ADMIRAL ORIENTAL LINE.

## FREIGHT AND PASSENGER

THE NEW FAST AMERICAN STEAMERS TO

## SEATTLE &amp; VICTORIA

SHANGHAI-KOBE-YOKOHAMA.

|                       |           |
|-----------------------|-----------|
| "PRESIDENT MCKINLEY"  | May 28th  |
| "PRESIDENT JACKSON"   | June 9th  |
| "PRESIDENT JEFFERSON" | June 30th |
| "PRESIDENT GRANT"     | July 3rd  |
| "PRESIDENT MADISON"   | July 15th |

## TO EUROPE—£120-£112-£110

First Class on the Pacific. First Class on American or Canadian Railways. First Class and Monoclass and Second Class on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodations and Booking Arranged.

## TO MANILA

|                       |           |
|-----------------------|-----------|
| "PRESIDENT JACKSON"   | May 31st  |
| "PRESIDENT JEFFERSON" | June 12th |
| "PRESIDENT GRANT"     | June 24th |

Through Bills of Lading to all United States and Canadian Overseas Points, also via Panama Canal Lines to Atlantic Ports.

Copies of this paper are on file in ADMIRAL ORIENTAL LINE OFFICES, New York, Chicago, Seattle.

For Passage and Freight Booking apply to—

## ADMIRAL ORIENTAL LINE.

Hongkong and Shanghai Bank Building (Ground Floor)

Telephone Central 2477 &amp; 2478. No. 4, Des Voeux Road.

## PACIFIC MAIL

## STEAMSHIP COMPANY

MANAGING AGENTS—UNITED STATES SHIPPING BOARD

## TRANS-PACIFIC SERVICE

FAST NEW AMERICAN STEAMERS TO

## SAN FRANCISCO

SHANGHAI-KOBE-YOKOHAMA &amp; HONOLULU.

|                          |                      |
|--------------------------|----------------------|
| S.S. "PRESIDENT WILSON"  | June 4th, at 5 p.m.  |
| S.S. "PRESIDENT LINCOLN" | June 18th, at 5 p.m. |

Sailing, and Fares subject to Change Without Notice.

## LOW FARES TO EUROPE

LOCAL EQUIVALENT OF

£120 £112 £110

WITH STOP OVER PRIVILEGES AT PORTS OF CALL AND POINTS IN UNITED STATES.

## VISIT

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## CONNECTING WITH ANY

DIRECT TRANS-CONTINENTAL RAILWAY AND ATLANTIC STEAMERS.

## VISIT

YOSEMITE  
GRAND CANYON  
FEATHER RIVER  
YELLOW STONE PARK  
NIGARA FALLS

## HONGKONG-MANILA

|                          |                   |
|--------------------------|-------------------|
| S.S. "PRESIDENT WILSON"  | May 25th, at Noon |
| S.S. "PRESIDENT LINCOLN" | June 8th, at Noon |

## HONGKONG-CALCUTTA

FREIGHT ONLY

CALCUTTA via SINGAPORE, PENANG &amp; RANGOON.

|                   |                           |
|-------------------|---------------------------|
| S.S. "LAKE FAULK" | June 5th, 1924, at 5 p.m. |
|-------------------|---------------------------|

For Full Information regarding Rates, Space, etc., Apply to—

## PACIFIC MAIL STEAMSHIP CO.

1st Floor, QUEEN'S BUILDING, HONGKONG.

Cable Address: Tel. Central 141. Canton Agents: "SOLANO" 2322. HOLYOAK MASSETT &amp; CO., LTD.



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE &amp; VANCOUVER via Shanghai, Japan ports.

Through Bills of Lading issued to all Overseas common Points in U.S.A. and Canada.

Through passage rates to Europe via America. G.3405, G.3420, G.3440.

YOKOHAMA MARU Wednesday, 28th May, at 11 a.m.

MARSEILLES, LONDON &amp; ANTWERP via Singapore, &amp;c.

KASHIMA MARU Wednesday, 4th June, at 11 a.m.

HAKONE MARU Wednesday, 18th June

HAMBURG via LONDON &amp; ROTTERDAM.

LINA MARU Saturday, 14th June

LIVERPOOL via MARSEILLES &amp; VALENCIA.

TOYOHASHI MARU Sunday, 15th June

SYDNEY &amp; MELBOURNE via Manila, &amp;c.

ARI MARU Monday, 24th May, at 11 a.m.

TANGO MARU Wednesday, 18th June, at 11 a.m.

NEW YORK &amp; BOSTON via PANAMA.

TAKAOKA MARU Friday, 13th June

BUENOS AIRES via Singapore, Durban &amp; Cape Town.

KAWACHI MARU First half July

BOMBAY via Singapore &amp; Colombo.

WAKASA MARU Tuesday, 27th May

CALCUTTA via Singapore, Penang &amp; Rangoon.

MUBORAN MARU Thursday, 28th May

BENGAL MARU Monday, 19th June

NAGASAKI, KOBE &amp; YOKOHAMA.

YOSHINO MARU Thursday, 12th June

SHANGHAI, KOBE &amp; YOKOHAMA.

TOTTORI MARU Saturday, 31st May

SADO MARU Sunday, 1st June

FUSEIMI MARU Tuesday, 3rd June

For further information, apply to—

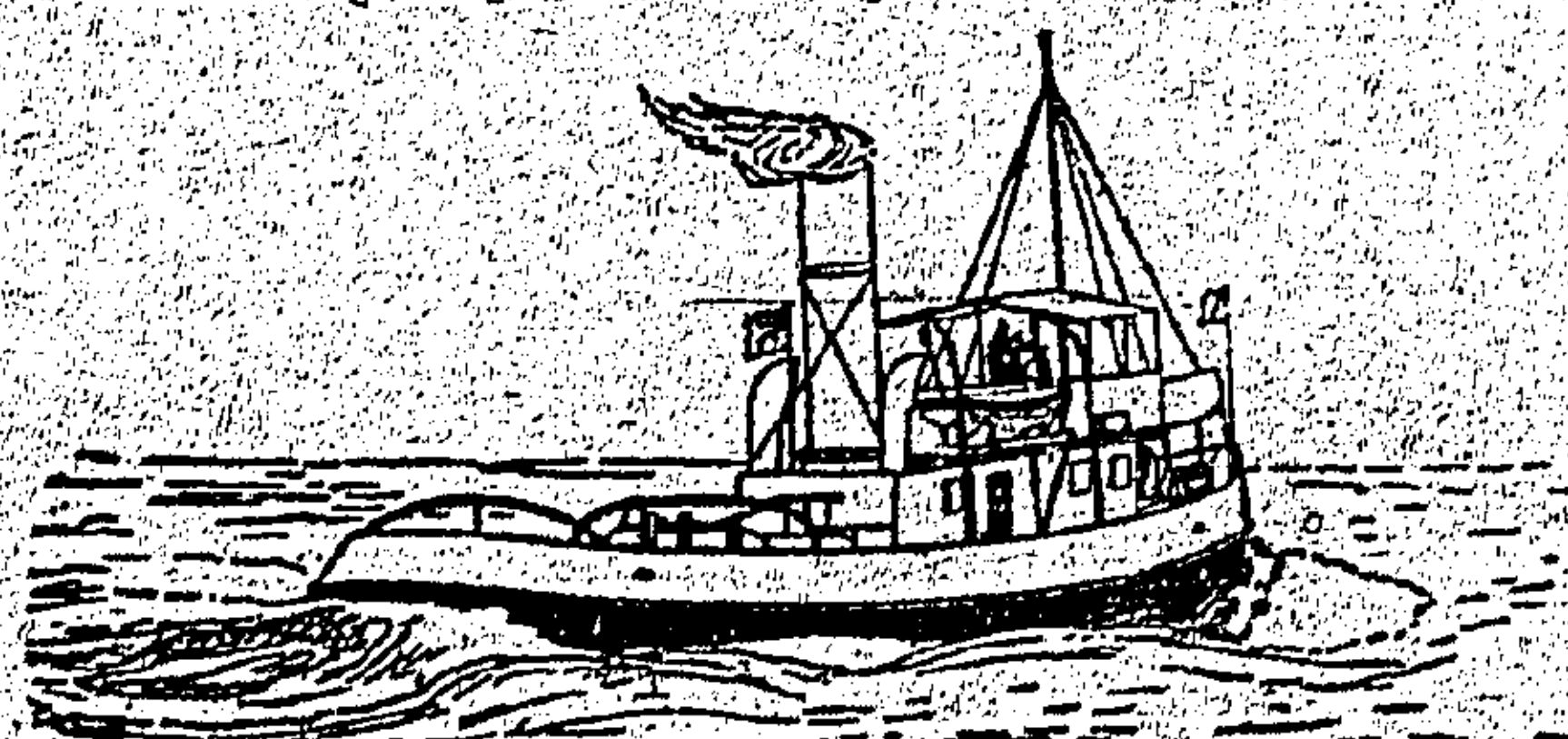
NIPPON YUSEN KAISHA

Telephone Central Nos. 292, 293 &amp; 2422. Y. YAMAMOTO, Manager.

## W. S. BAILEY &amp; CO., LTD.

## SHIPBUILDERS, MARINE AND LAND ENGINEERS

Builders of Vessels up to 1,500 Tons; Fast Steam Launches and Motor Craft of all kinds; Tugs, Barges, Oil-Tankers, Light-draft and River Steamers.



OIL-FIRED TUG BOAT "LION" BUILT BY W. S. BAILEY &amp; CO., LTD.

Boiler Makers, Founders and Constructional Engineers and Repairers.



# ELLERMAN & BUCKNALL STEAMSHIP COMPANY, LTD.

Projected Sailings from Hongkong. Subject to Alteration.

11 3 AM NS ..... 13th June ..... Mers. L'don, B'dam & Hamburg

## PASSENGER SERVICE.

CITY OF LAHORE ..... 26th Oct ..... Shanghai and Japan

CITY OF LAHORE ..... 7th Dec ..... Marseilles, London, etc.

## FARES TO LONDON.

Single 1st Class "A" £ 92. "B" £ 84. 2nd Class "A" £ 62. "B" £ 56.

Return "A" £ 181. "B" £ 147. "A" £ 103. "B" £ 98.

Cargo Steamers, Saloon Passage £62.

NOTE—Particular Charge of Passage Rate by Cargo Steamers.

For further particulars, apply to—THE BANK LINE LTD.

HOLYOAK, MASSEY & Co., Ltd., CANTON.

## BOSTON AND NEW YORK

Joint Service of the

## "BLUE FUNNEL" LINE

(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)

AND AMERICAN & MANCHURIAN LINE (ELLERMAN & BUCKNALL S.S. CO., LTD.)

## Sailings from Hongkong.

S.S. "KASAMA" ..... via Suez Canal ..... 31st May.

S.S. "DIOMED" ..... via Suez Canal ..... 11th June.

S.S. "MENELAUS" ..... via Suez Canal ..... 21st June.

S.S. "CITY OF SHANGHAI" ..... via Suez Canal ..... 1st July.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For Freight and Particulars, apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG.

HONGKONG AND CANTON. HOLYOAK, MASSEY & Co., LTD., CANTON.

## M. MESSAGERIES MARITIMES M. SERVICES CONTRACTUELS

| Mail Steamers. | Next Sailings from Marseilles. | Pro. Arr. at Hongkong and Sailings for Shanghai and Japan. | Probable Sailings from Hongkong for Marseilles. |
|----------------|--------------------------------|------------------------------------------------------------|-------------------------------------------------|
| ANDRE LEBON    | 10th Apr.                      | 12th May                                                   | 25th May                                        |
| AMBOISE        | 24th Apr.                      | 26th May                                                   | 8th June                                        |
| CHATELAIN      | 8th May                        | 31st May                                                   | 22nd June                                       |
| ANGERS         | 22nd May                       | 24th June                                                  | 6th July                                        |
| PORTHOUS       | 5th June                       | 27th June                                                  | 20th July                                       |
| AMAZONE        | 19th June                      | 7th July                                                   | 3rd Aug.                                        |

## RATES OF PASSAGE MONEY TO MARSEILLES

(Including Table Wine and Free Doctor's Attendance).

A Class (1st Class) £ 92. 2nd Class £ 62. 3rd Class £ 42.

STRAIGHTS 2nd ..... £ 68. 3rd ..... £ 48.

Through Tickets to London and Leaving Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boats).

"S. KANG" loading for HAVRE, ANTWERP

& DUNKIRK about

"S. KANG" from DUNKIRK, LONDON & HAVRE is due

to arrive End of May.

Sailings subject to alteration without notice.

For full Particulars, apply to—

MESSAGERIES MARITIMES CO.,

Telephone: Central 740. 21, QUEEN'S BUILDING.

CONSIGNATION—TRANSIT—REPRESENTATION.

## DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, Saloons and Excellent cuisine.

FOR

## SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAIFONG ..... Capt. W. S. Turnbull ..... Saturday, 24th May, at 12 Noon.

HAIFONG ..... Capt. W. C. Passmore ..... Tuesday, 27th May, at 5 p.m.

HAIFONG ..... Capt. Ellis Walker ..... Friday, 30th May, at 3 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,

General Manager.

## PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON

and NEW YORK

S.S. "ROMAN PRINCE" ..... 14th June.

S.S. "EASTERN PRINCE" ..... 1st July.

S.S. "GALLIC PRINCE" ..... 18th July.

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

Telephone: Central 3165. (Incorporated in Great Britain)

Telegrams (Furprince). St. George's Building.

# P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES Incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAYA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,

MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING

NEW ZEALAND & QUEENSLAND PORTS, RED SEA,

EGYPT, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY

DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

| S.S.           | Tons   | From Hongkong (about) | Destination                      |
|----------------|--------|-----------------------|----------------------------------|
| "KASHMIR"      | 8,933  | 24th May, Noon        | Mars., London & Antwerp.         |
| "NAGPORE"      | 8,233  | 27th May, Noon        | S'pore, Colombo & B'way.         |
| "KALPA"        | 9,097  | 31st May, D.L.        | Mars., London & Antwerp.         |
| "ALIPURE"      | 6,374  | 3rd June              | Manila, S'pore, Colombo & B'way. |
| "SICILIA"      | 6,813  | 11th June             | S'pore, Penang, Colombo & B'way. |
| "KASHGAR"      | 8,340  | 14th June             | Mars., London & Antwerp.         |
| "KALPA"        | 10,911 | 28th June             | do.                              |
| "SOUDEAN"      | 8,686  | 28th July             | S'pore, Penang, Colombo & B'way. |
| "KARMA"        | 8,998  | 12th July             | Mars., London & Antwerp.         |
| "MALWA"        | 10,941 | 28th July             | do.                              |
| "DEVANHA"      | 8,092  | 28th Aug.             | do.                              |
| "SICILIA"      | 6,813  | 2nd Aug.              | S'pore, Penang, Colombo & B'way. |
| "MANTUA"       | 10,902 | 23rd Aug.             | Mars., London & Antwerp.         |
| "KALPA"        | 9,118  | 28th Sept.            | do.                              |
| "KASHGAR-HIND" | 11,430 | 28th Sept.            | do.                              |
| "KASHMIR"      | 8,933  | 1st Oct.              | do.                              |
| "KALPA"        | 10,911 | 18th Oct.             | do.                              |
| "KASHGAR"      | 8,340  | 1st Nov.              | do.                              |
| "MALWA"        | 10,941 | 15th Nov.             | do.                              |
| "KARMA"        | 8,998  | 29th Nov.             | do.                              |
| "MANTUA"       | 10,902 | 13th Dec.             | do.                              |

## BRITISH INDIA-APCAR SAILINGS

|           |        |                |                               |
|-----------|--------|----------------|-------------------------------|
| "WAKUTA"  | —      | 31st May, D.L. | Bangkok only                  |
| "KALPA"   | 8,340  | 28th May       | Singapore, Penang & Colombo.  |
| "TUKULIA" | 8,340  | 10th June      | do.                           |
| "TALMA"   | 10,000 | 28th June      | Singapore, Penang & Calcutta. |

## EASTERN AND AUSTRALIAN SAILINGS (South)

|              |       |                |                               |
|--------------|-------|----------------|-------------------------------|
| "EASTERN"    | 4,000 | 18th May, Noon | Manila, Sandakan, Thursday    |
| "AMAFURA"    | 4,000 | 22nd July      | Island, Townsville, Brisbane, |
| "ST. ALBANS" | 4,000 | 30th July      | Sydney & Melbourne.           |

\* "EASTERN" does not extend to Melbourne.

Frequent connections to Australia with the following—

The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver

The P. & O. Royal Mail Steamers to London via Suez Canal.

The P. & O. Branch Service of Steamers to London via the Cape.

The New Zealand Shipping Co.'s Steamers for Dunedin, Melbourne, Sydney, etc.

The New Zealand Shipping Co.'s Steamers for Sydney, Melbourne, Sydney, etc.

SAILINGS TO SHANGHAI AND JAPAN

|                |        |            |                         |
|----------------|--------|------------|-------------------------|
| "SICILIA"      | 6,813  | 26th May   | Amoy, Moji & Kobe.      |
| "KASHGAR"      | 8,340  | 26th May   | Singapore, Moji & Kobe. |
| "KALPA"        | 10,911 | 2nd June   | Amoy, Moji & Kobe.      |
| "SOUDEAN"      | 8,686  | 12th June  | do.                     |
| "KARMA"        | 8,998  | 12th June  | Singapore, Moji & Kobe. |
| "MALWA"        | 10,941 | 14th June  | Amoy, Moji & Kobe.      |
| "DEVANHA"      | 8,092  | 28th June  | Singapore, Moji & Kobe. |
| "SICILIA"      | 6,813  | 28th July  | Amoy, Moji & Kobe.      |
| "KASHGAR-HIND" | 11,430 | 28th July  | Singapore, Moji & Kobe. |
| "KASHMIR"      | 8,933  | 1st Aug.   | Amoy, Moji & Kobe.      |
| "KALPA"        | 10,911 | 18th Aug.  | Singapore, Moji & Kobe. |
| "KASHGAR"      | 8,340  | 1st Sept.  | Amoy, Moji & Kobe.      |
| "MALWA"        | 10,941 | 15th Sept. | Singapore, Moji & Kobe. |
| "KARMA"        | 8,998  | 29th Sept. | Amoy, Moji & Kobe.      |
| "MANTUA"       | 10,902 | 13th Oct.  | Singapore, Moji & Kobe. |
| "KASHGAR"      | 8,340  | 1st Nov.   | Amoy, Moji & Kobe.      |
| "MALWA"        | 10,941 | 15th Nov.  | Singapore, Moji & Kobe. |
| "KARMA"        | 8,998  | 29th Nov.  | Amoy, Moji & Kobe.      |
| "MANTUA"       | 10,902 | 13th Dec.  | Singapore, Moji & Kobe. |

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

\* Passengers for Hongkong must defray their own hotel expenses at Singapore while

waiting the on carrying steamer.

All cabins are fitted with Electric Fans free of charge.

Parcels measuring not more than 2½ ft. x 1 ft. will be received at the Company's

Office up to Noon on the day previous to sailing.

For Further Information, Passage Rates, Freight, Handbooks, etc., apply to—

MAKINNON, MACKENZIE & CO.,

22, Des Voeux Road, Central, HONGKONG.

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Agents.

# CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

| Ports                       | Steamers    | Date of Departure     |
|-----------------------------|-------------|-----------------------|
| SHANGHAI & TSINGTAO         | "SUNNING"   | On 24th May, 2 p.m.   |
| AMOI, SWATOW & BANGKOK      | "KWEIYANG"  | On 24th May, 2 p.m.   |
| SWATOW & SHANGHAI           | "SUIVANG"   | On 24th May, 3 p.m.   |
| SHANGHAI                    | "HUPH"      | On 24th May, 3 p.m.   |
| HOIHOW, PAKHOI & HAIPHONG   | "TUNNAN"    | On 27th May, 10 a.m.  |
| AMOI & SHANGHAI             | "SZECHUEN"  | On 27th May, Noon.    |
| SWATOW & BANGKOK            | "KALGAN"    | On 27th May, 3 p.m.   |
| HOIHOW & BANGKOK            | "CHENAN"    | On 1st June, 2 p.m.   |
| SWATOW & BANGKOK            | "KWANGTUNG" | On 3rd June, 2 p.m.   |
| SWATOW & SINGAPORE          | "KUNGHOW"   | On 4th June, 2 p.m.   |
| WEIHOW, CHEEBOO & TIENTSIN  | "KUEIHOW"   | On 4th June, 4 p.m.   |
| AMOI, SWATOW & SINGAPORE    | "KAYING"    | On 8th June, 2 p.m.   |
| HOIHOW, PAKHOI & HAIPHONG   | "TAMING"    | On 10th June, 10 a.m. |
| SWATOW & BANGKOK            | "KIANGSU"   | On 10th June, 2 p.m.  |
| HOIHOW, SINGAPORE & BANGKOK | "CHINHUA"   | On 12th June, 2 p.m.  |

SHANGHAI LINE—Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (via Swatow and extending to Pakow), Tuesdays (via Amoy) Thursdays (via Swatow) and Saturdays (direct extending to Tsingtao). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Wosung.

BANGKOK LINE—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single-berth cabins.

For Freight or Passage apply to—BUTTERFIELD & SWIRE.

Telephone Central 38. CARGO AND PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE.

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## POST OFFICE NOTICE.

## PUBLIC HOLIDAY

On Empire day, the 24th inst., the G.P.O. and the Branch Post Offices will be open as follows:—  
 The G.P.O.—8 a.m. to noon.  
 Kowloon Branch—8 a.m. to noon.  
 Sheungwan Branch—8 a.m. to noon, and 5.30 p.m. to 8 p.m.  
 Wanai, Saiyung, Taamai, and Shau Shui Po Branches—8 a.m. to noon, and 5 p.m. to 8 p.m.  
 Collection and delivery of correspondence will be as usual up to 12 noon.  
 The Money Order Office will be entirely closed.

## INWARD MAILS.

| FROM                                                   | PER            | DATE     |
|--------------------------------------------------------|----------------|----------|
| Europe via Negapatam (papers only, London, 24th April) | Torilla        | 24th May |
| SEANGHAI                                               | Sinkiang       | 24th May |
| JAPAN                                                  | Aki Maru       | 25th May |
| U.S.A. JAPAN AND SEANGHAI                              | Pres. Harrison | 25th May |
| MANILA                                                 | Emp. of Russia | 25th May |
| JAPAN                                                  | Pres. Jackson  | 25th May |
| U.S.A. CANADA, JAPAN AND SEANGHAI                      |                |          |

## OUTWARD MAILS

| FOR                                                                                                                  | PER             | DATE                                                                      |
|----------------------------------------------------------------------------------------------------------------------|-----------------|---------------------------------------------------------------------------|
| Straits, Ceylon, India, Mauritius, E. and S. Africa, Egypt and Europe via Marseilles—due Marseilles, 22nd June       | Kashmir         | Saturday, 24th, Registration Letters 9.45 A.M. 10.30 A.M. 11.00 A.M. Noon |
| Swatow, Amoy and Foochow                                                                                             | Hailong         | 24th May                                                                  |
| Amoy and Manila                                                                                                      | Sinking         | 24th May                                                                  |
| Swatow, Amoy and Manila                                                                                              | Sinking         | 24th May                                                                  |
| Pakhoi and Haiphong                                                                                                  | Van Vollenhoven | 24th May                                                                  |
| Bangkok                                                                                                              | Warrenta        | 24th May                                                                  |
| Swatow                                                                                                               | Sui Yick        | 24th May                                                                  |
| Hoibow and Haiphong                                                                                                  | Leasing         | Sunday, 25th, 8.30 A.M. 8.30 A.M.                                         |
| Manila, & parcels only for Germany via Hamburg                                                                       | Kreigling       | 25th May                                                                  |
| Java via Batavia                                                                                                     | Tjkenlang       | 25th May                                                                  |
| Saigon, Straits, Ceylon, India, Mauritius, E. and S. Africa, Egypt & Europe via Marseilles—due Marseilles, 25th June | Antiope Leon    | 25th May, Registration Letters 9.00 A.M. 9.00 A.M.                        |
| Manila                                                                                                               | Pika Wilson     | 25th May                                                                  |
| Shanghai                                                                                                             | Cochran         | 25th May                                                                  |
| Manila, Australia and New Zealand via Thursday Island—due Thursday Island, 6th June                                  | Abi Maru        | Monday, 26th, 11.45 A.M. 12.30 P.M. 2.00 P.M. 3.30 P.M.                   |
| Shanghai                                                                                                             | Hughes          | 26th May                                                                  |
| Straits                                                                                                              | Antiope Leon    | 26th May                                                                  |
| Swatow                                                                                                               | Hydronce        | 26th May                                                                  |
| Hoibow, Pakhoi and Haiphong                                                                                          | Tunan           | Tuesday, 27th, 8.30 A.M. 8.30 A.M.                                        |
| Swatow and Bangkok                                                                                                   | Foehing         | 27th May                                                                  |
| Amoy                                                                                                                 | Szechuen        | 27th May                                                                  |
| Manila                                                                                                               | Pres. Harrison  | 27th May                                                                  |
| Swatow, Amoy and Formosa                                                                                             | Amatius Maru    | 27th May                                                                  |
| Swatow and Bangkok                                                                                                   | Kaligan         | 27th May                                                                  |
| Swatow, Amoy and Foochow                                                                                             | Hai Yick        | 27th May                                                                  |

\*Correspondence bearing vessel's name only.

COMMERCIAL.  
OPENING QUOTATIONS.

May 24th, 1924.

|                                   |           |
|-----------------------------------|-----------|
| On London—                        |           |
| Telegraphic Transfer              | 2/4       |
| Bank Bills, on demand             | 2/4 11/16 |
| Bank Bills, at 30 days sight      | 2/4 11/16 |
| Bank Bills, at 4 months sight     | 2/4 11/16 |
| Credits, at 4 months sight        | 2/4 11/16 |
| Documentary Bills, 4 months sight | 2/4 11/16 |
| On Paris—                         |           |
| Bank Bills, on demand             | 9/15      |
| Credits, 4 months sight           | 1/33      |
| On New York—                      |           |
| Bank Bills, on demand             | 55        |
| Credits, at 30 days sight         | 55 1/2    |
| On Bombay—                        |           |
| Telegraphic Transfer              | 169 1/2   |
| Bank Bills, on demand             | 169 1/2   |
| On Calcutta—                      |           |
| Telegraphic Transfer              | 163 1/2   |
| Bank Bills, on demand             | 163 1/2   |
| On Shanghai—                      |           |
| Bank Bills, at sight              | nom.      |
| Private, 30 days sight            | 139 1/2   |
| On Yokohama—On demand             | 105       |
| On Manila—On demand               | 105       |
| On Singapore—On demand            | 105       |
| On Batavia—On demand              | 141 1/2   |
| On Hongkong—On demand             | nom.      |
| On Saigon—On demand               | nom.      |
| On Bangkok—On demand              | 77 1/2    |
| SOVEREIGN, Bank's Buying rate     | \$ 8.17   |
| Gold Leaf, 100 fine, per tael     | 48.80     |
| BAR SILVER, per oz                | 34.9/18   |

## HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office: Hongkong.

|                                  |              |
|----------------------------------|--------------|
| Authorized Capital               | \$50,000,000 |
| Issued and Fully Paid-up         | \$20,000,000 |
| Reserve Funds—                   |              |
| Sterling                         | \$4,500,000  |
| Silver                           | \$25,000,000 |
| Reserve Liability of Proprietors | \$10,000,000 |

## Council of Directors:

|                                   |                      |
|-----------------------------------|----------------------|
| W. L. PATTERSON, Esq.—Chairman    |                      |
| H. P. WHITE, Esq.—Deputy Chairman |                      |
| B. D. F. BATH, Esq.               | J. A. PHILLIPS, Esq. |
| A. H. COMPTON, Esq.               | J. P. WARREN, Esq.   |
| Hon. Mr. P. H. HOLYOAK            | N. L. WATSON, Esq.   |
| A. O. LANG, Esq.                  | G. M. YOUNG, Esq.    |

## Chief Manager:

A. G. STEPHEN, Esq.

Manager: Hongkong—A. H. BARLOW, Esq.  
Manager: Shanghai—G. H. STITT, Esq.LONDON BANKERS:  
WESTMINSTER BANK, LTD.

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.  
 Hongkong, 7th May, 1924. [27]

## HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

Interest on Deposits is allowed on the Minimum Monthly Balances at 3 per cent. per annum.

For the HONGKONG & SHANGHAI BANKING CORPORATION,  
 A. H. BARLOW,  
 Acting Chief Manager.  
 Hongkong, 5th May, 1924. [28]

## CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter, 1853.

## Head Office—London.

|                                  |            |
|----------------------------------|------------|
| Paid-up Capital                  | £3,000,000 |
| Reserve Fund                     | £2,500,000 |
| Reserve Liability of Proprietors | £2,500,000 |

FOR FOREIGN EXCHANGE and General Banking Business transacted.  
 CURRENT ACCOUNTS opened and Fixed Deposits received for one year or shorter periods at rates which will be quoted on application.  
 A. H. FERGUSON,  
 Manager.  
 Hongkong, April 8th, 1924. [31]

## THE BANK OF TAIWAN, LIMITED.

(TAIWAN GINKO)

Incorporated by Special Imperial Charter, 1899.

|                    |                |
|--------------------|----------------|
| Capital Subscribed | Yen 50,000,000 |
| Capital (Paid-up)  | Yen 25,000,000 |
| Reserve Fund       | Yen 12,980,000 |

## HEAD OFFICE—TAIPEI, FORMOSA.

BRANCHES:  
 JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji.  
 FORMOSA—Gilan, Kagi, Katsuko, Keelung, Makung, Nanto, Pinau, Shingchiou, Taichu, Tainan, Takow, Tamsui, Toiyen, Aka.  
 CHINA—Shanghai, Hankow, Kinkiang, Amoy, Foochow, Swatow, Canton, Others—Hongkong, Bangkok, Singapore, Soerabaya, Samaratna, Batavia, Bombay, London, New York.

## LONDON BANKERS:

LONDON COUNTRIES WESTMINSTER AND PARIS BANK.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Thibet, Japan, Indo-China, Siam, India, Philippine Islands, Java and other Dutch Indies, Australia, America, &c.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

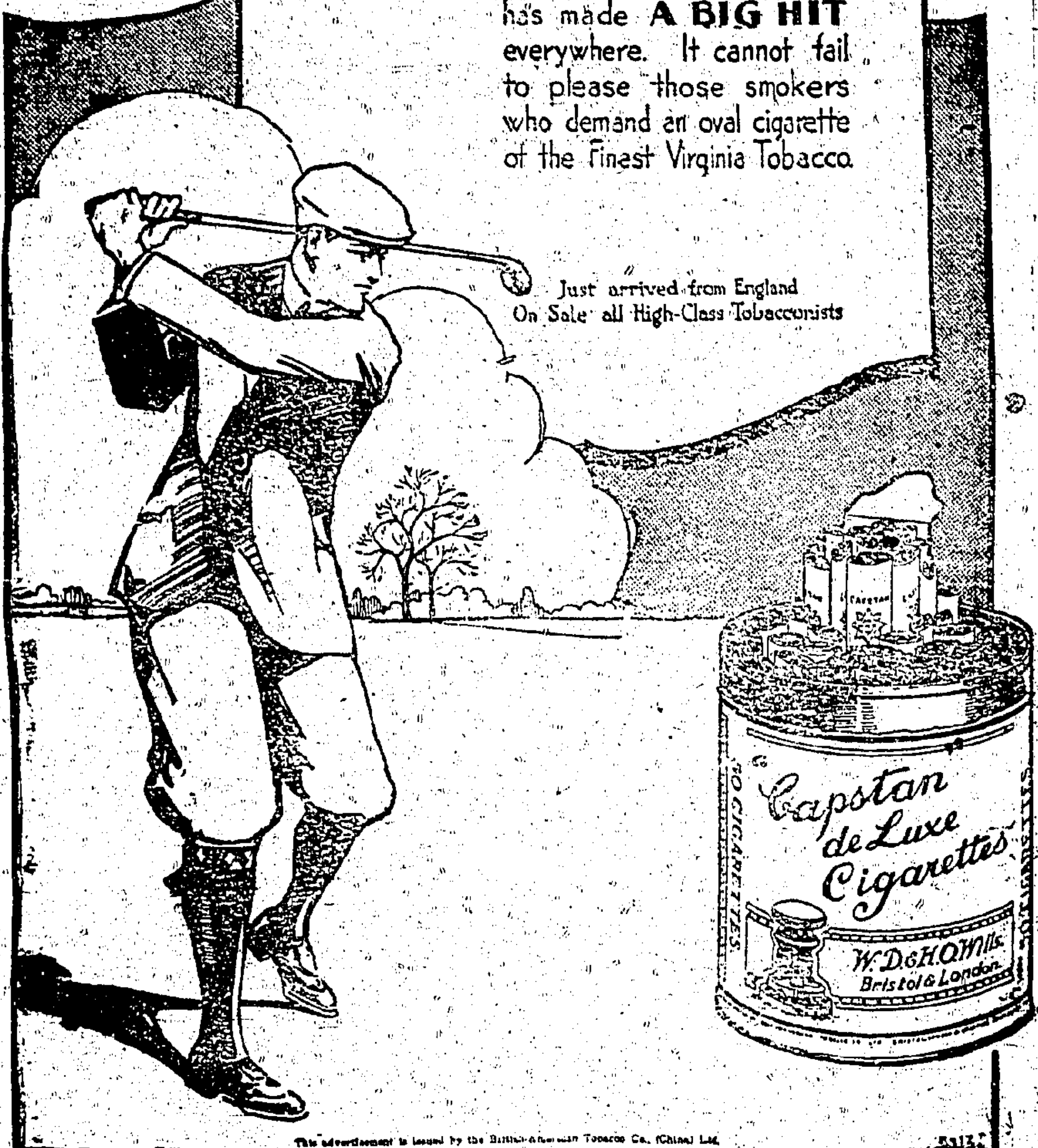
HONGKONG BRANCH  
 4, Des Voeux Road,  
 Hongkong, 15th September, 1922.

## A BIG HIT

The New  
"Capstan de Luxe"

has made A BIG HIT everywhere. It cannot fail to please those smokers who demand an oval cigarette of the finest Virginia Tobacco.

Just arrived from England  
 On Sale all High-Class Tobacconists



## THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES.

## LONDON SERVICE

(VIA CONTINENTAL PORTS)

|           |           |                                    |
|-----------|-----------|------------------------------------|
| AUTOLYCUS | 26th MAY  | Havre, L'don, Rotterdam & Hamburg  |
| DARDANUS  | 2nd JUNE  | London, Hull, Rotterdam & Hamburg  |
| LAOMEDON  | 9th JUNE  | London, Rotterdam & Hamburg        |
| MENTOR    | 16th JUNE | Mars., L'don., Rotterdam & Hamburg |

## LIVERPOOL &amp; GLASGOW SERVICE

(VIA CONTINENTAL PORTS)

|           |           |                                        |
|-----------|-----------|----------------------------------------|
| CALCHAS   | 1st JUNE  | Marseilles, Havre, Liverpool & Glasgow |
| NINGCHOW  | 20th JUNE | Genoa, Marseilles, Liverpool & Glasgow |
| DEMODOCUS | 1st JULY  | Marseilles, Havre, Liverpool & Glasgow |

## PACIFIC SERVICE

(VIA KOBE AND YOKOHAMA)

|          |           |                               |
|----------|-----------|-------------------------------|
| ACHILLES | 23rd JUNE | Victoria, Seattle & Vancouver |
|----------|-----------|-------------------------------|

## NEW YORK SERVICE

(VIA SUEZ)

|          |           |                              |
|----------|-----------|------------------------------|
| DIOMED   | 11th JUNE | Boston, New York & Baltimore |
| MENELAUS | 21st JUNE | Boston & New York            |

## PASSENGER SERVICE

|           |           |                                |
|-----------|-----------|--------------------------------|
| ANCHISES  | 15th JUNE | Shanghai                       |
| MENTOR    | 16th JUNE | Singapore, Marseilles & London |
| ANCHISES  | 14th JULY | Singapore, Marseilles & London |
| TERESIAS  | 11th AUG. | Singapore & London             |
| SARPEDON  | 9th SEPT. | Singapore, Marseilles & London |
| PATROCLUS | 21st OCT. | Singapore, Marseilles & London |

FOR FREIGHT, PASSAGE RATES AND ALL INFORMATION, APPLY TO  
 BUTTERFIELD & SWIRE,  
 AGENTS.



## JAPAN COAL

AND

## GENERAL IMPORTS &amp; EXPORTS

AGENTS FOR—

THE MITSUBISHI MARINE & FIRE INSURANCE CO.  
 THE OSAKA MARINE & FIRE INSURANCE CO.

## MITSUBISHI SHOJI KAISHA

(MITSUBISHI TRADING CO., LTD.)

HEAD OFFICE—TOKIO.

No. 14, PEDDER STREET HONGKONG.

## THE MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE:

15, Gracechurch Street, London, E.C. 2.

|                    |            |
|--------------------|------------|
| Authorized Capital | £3,000,000 |
| Subscribed Capital | £1,000,000 |
| Paid-up Capital    | £1,000,000 |
| Reserve Fund       | £1,500,000 |

## BANKERS:

THE BANK OF ENGLAND  
 and  
 MIDLAND BANK, LTD.

BRANCHES:  
 Bangkok, Calcutta, Cebu, Hongkong, Madras, Shanghai, Bombay, Hankow, New York, Simla, Calcutta, Kandy, Penang, Singapore, Colombo, Karachi, Port Louis, Sourabaya, Delhi, Kota Bharu (Malay).

HONGKONG BRANCH:  
 Every description of Banking and Exchange Business transacted.  
 Interest allowed on Current Accounts to 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates that may be ascertained on application.  
 N. C. WILSON,  
 Manager.  
 7, Queen's Road Central,  
 Hongkong, February 11th, 1924. [30]

## BANQUE DE L'INDO-CHINE, PARIS.

Head Office: 9, Boulevard Haussmann, Paris.

|                    |                  |
|--------------------|------------------|
| Subscribed Capital | Fr. 72,000,000   |
| Paid-up Capital    | Fr. 38,400,000   |
| Reserve Fund       | Fr. 5,837,353.54 |

## BRANCHES:

Bangkok, Hongkong, Saigon, Canton, Nanking, Shanghai, Hankow, Peking, Tientsin, Harbin, Yankow, Fongtcherry.

## BANKERS:

IN FRANCE: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.  
 IN LONDON: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Credit Lyonnais.  
 IN NEW YORK: J. P. Morgan and Co.; French-American Banking Corporation; Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.  
 Every description of Banking and Exchange Business transacted.  
 A. LECOT,  
 Manager.  
 Hongkong, 20th March, 1924. [32]

## THE BANK OF EAST ASIA, LTD.

HEAD OFFICE—

No. 10, Des Voeux Road Central, HONGKONG.

Established 1919.

|                    |                 |
|--------------------|-----------------|
| Authorized Capital | \$10,000,000.00 |
| Paid-up Capital    | 5,000,000.00    |
| Reserve Fund       | 760,000.00      |

Every description of Banking and Exchange business transacted. Loans granted on approved securities.  
 Interest allowed on Current Deposit Accounts at the rate of Two per cent. per annum on Savings Accounts Four per cent. per annum, and on Fixed Deposits at the following rates—

|                                         |  |
|-----------------------------------------|--|
| For 3 months at the rate of 3 per cent. |  |
| For 6 " " " " " "                       |  |
| For 12 " " " " " "                      |  |

"KAN TONG PO,"  
 Chief Manager.  
 Hongkong, March 16th, 1924. [34]

## INDUSTRIAL AND COMMERCIAL BANK, LTD.

HEAD OFFICE:

York Building, Charter Road, Hongkong.

## BRANCHES:

Shanghai—S. Kiangsoo Road.  
Hankow—British Concession.

## CORRESPONDENTS IN

London, New York, Chicago, San Francisco, Vancouver, H.O., Honolulu, Singapore, Penang, Tientsin, Swatow, Macao, Canton and all Commercial centres of China and abroad.

## PROMPT SERVICE.

Attractive Rates for all kinds of Deposits. Enquiries are welcomed.  
 T. H. MAI,  
 Manager.  
 1923.

## THE YOKOHAMA SPECIE BANK, LIMITED.

|                         |                 |
|-------------------------|-----------------|
| Capital (fully paid-up) | Yen 100,000,000 |
| Reserve Fund            | Yen 72,000,000  |

## HEAD OFFICE: YOKOHAMA.

## BRANCHES AND AGENCIES AT:

Batavia, Kobe, Soerabaya, Bombay, London, Hongkong, Rangoon, Lyons, San Francisco, Calcutta, Los Angeles, Seattle, Changchun, Manila, Shanghai, Dairen (Dalny), Nagasaki, Singapore, Fongtcherry, Nagoya, Shimomatsuki, Hankow, Newchwang, Osaka, Tokyo, Harbin, New York, Peking, Tientsin, Kail Yuen, Rio de Janeiro, Vladivostok.

Interest allowed on Current Accounts. Deposits received for Fixed Periods at Rates to be obtained on application.  
 T. NISHIYAMA, Manager.  
 Hongkong, 17th Sept., 1923. [33]

## NEDERLANDSCHE HANDEL MAATSCHAPPIJ

[NETHERLANDS TRADING SOCIETY.]

BANK.

Established 1824.

Hongkong Branch established 1906.

|                    |             |
|--------------------|-------------|
| Authorized Capital | 150,000,000 |
| Paid-up Capital    | 80,000,000  |
| Reserve Fund       | 2,888,870   |
| Special Reserves   | 23,980,000  |

Interest allowed on Current Deposit Accounts at the rate of Two per cent. per annum on Savings Accounts Four per cent. per annum, and on Fixed Deposits at the following rates—

Head Office—AMSTERDAM.

Eastern Head Office—BATAVIA.

BRANCHES:—Bandjermasin, Bandoeng, Bombay, Calcutta, Cherbon, Djember, Djokjakarta, The Hague, Kobe, Kotsa, Radja, Makassar, Medan, Padang, Palembang, Pecalongan, Penang, Pontianak, Rangoon, Rotterdam, Samarang, Shanghai, Singapore, Soerabaya, Soerakarta (Solo), Tegal, Tjilatjap and Waltevreden.

LONDON BANKERS:—THE NATIONAL PROVINCIAL AND UNION BANK OF ENGLAND, LTD.

Correspondents all over the World.

BANKING BUSINESS OF EVERY DESCRIPTION.

J. J. STAATGAARD

Acting Agent

## THE BANK OF CHINA, 行銀國中

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

|                    |                 |
|--------------------|-----------------|
| Authorized Capital | \$60,000,000.00 |
| Paid-up Capital    | 18,478,000.00   |
| Reserve Funds      | 9,619,425.24    |

## HEAD OFFICE—PEKING.

HONGKONG BRANCH:—4, Queen's Road Central. Branches and Sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.

LONDON BANKERS:—The National Provincial and Union Bank of England, Ltd. (The Guaranty Trust Co. of New York).

NEW YORK BANKERS:—The Irving Trust Company, Bank, The Equitable Trust Co., New York.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on Approved Securities.

Special facilities for Home Exchange.

TSUYEE PEI,  
 Manager.

Hongkong, September 8th, 1921. [38]

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